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No. 21,886 號陸拾捌百捌千壹萬第 日廿月年辰戊 HONG KONG, WEDNESDAY, SEPTEMBER 5th, 1928. 春拜禮 日低月次年八廿百九千壹萬 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	12.00	1.15	2.15	2.35	4.30	5.45
Yuennei ...Dep.	6.45	8.10	8.35	9.15	10.05	12.05	1.20	2.20	2.40	4.35	5.50
Shatin ...Dep.	7.01	8.26	8.51	9.31	10.21	12.21	1.26	2.26	2.46	4.41	5.56
Taipei Market ...Dep.	7.15	8.40	9.05	9.45	10.35	12.35	1.40	2.40	2.60	4.45	6.00
Taipei ...Dep.	7.30	8.55	9.20	10.00	10.50	12.50	1.55	2.55	3.15	5.00	6.15
Fanning ...Dep.	7.45	9.10	9.35	10.15	11.05	13.05	2.00	3.00	3.20	5.05	6.20
Shuanghai ...Dep.	7.55	9.20	9.45	10.25	11.15	13.15	2.10	3.10	3.30	5.15	6.30
Shuanghai ...Arr.	7.41	8.45	9.10	10.10	10.55	12.55	2.10	3.10	3.30	5.15	6.30
Canton ...Arr.	1.01	5.57	—	—	—	—	7.03	—	—	—	—

DOWN TRAINS											
STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	8.30
Shuanghai ...Dep.	7.15	8.05	8.35	11.40	12.15	1.55	2.35	3.15	3.55	4.35	5.15
Shuanghai ...Dep.	7.30	8.15	8.45	11.55	—	—	—	—	—	—	—
Fanning ...Dep.	7.45	8.30	9.00	12.05	—	—	—	—	—	—	—
Taipei Market ...Dep.	7.55	8.40	9.10	12.15	—	—	—	—	—	—	—
Taipei ...Dep.	8.10	8.55	9.25	12.30	—	—	—	—	—	—	—
Shatin ...Dep.	8.25	9.10	9.40	12.45	—	—	—	—	—	—	—
Yuennei ...Dep.	8.40	9.25	9.55	13.00	—	—	—	—	—	—	—
Kowloon ...Arr.	8.17	9.03	9.33	12.58	1.58	2.58	3.58	4.58	5.58	6.58	7.58

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TO ADVANCE EMPIRE
TRADE.

MR. KIPLING TO WRITE THE
SCENARIO.

DISCUSSION REGARDING
SINGAPORE BASE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 11th.
Crown Week has come to an end, and it is generally agreed that it was one of the most brilliant on record from the social point of view. Those who have taken part in its gaieties are already on the way to the Continent or to the Scottish moors for grouse shooting. All the trunk lines to the North this week have been running in duplicate or triplicate; and as many as fourteen expresses have been dispatched from King's Cross on a single day. As to the game prospects, they say that the grouse were not properly thinned out last year, that grouse feed was scarce during the winter, and that the rains of June decimated the young birds. But, all the same, the “guns” go to the Highlands of Scotland with unabated enthusiasm.

Mr. Kipling and The Film.
I hear that Mr. Kipling has consented to write a film scenario. This of course is something of an event, for it is well-known that he has always refused hitherto to do anything in that way. But the Empire Marketing Board have succeeded where film magnates have failed. Probably Mr. Kipling sees the special possibilities of giving an Empire colouring to a drama suitable for the screen.

Meanwhile Mr. Kipling has undertaken to supervise a picture which the Board is preparing as part of its propaganda in the furtherance of Empire trade. The picture deals in a dramatic manner with Empire relations; it is said, though that is a vague phrase; anyway, the famous writer can be trusted to see that the film is vivid and interesting. This film is to be shown abroad as well as here, and it is the object of the Board to produce pictures which on their merits can claim a place in the ordinary programme as something artistically attractive.

Progress of British Pictures.
With regard to film production in general, it is a matter of great satisfaction to everyone concerned about the future of British films that the progress made is so substantial that it has apparently begun to excite the jealousy of those responsible for the output of Hollywood. At all events, an attempt has been made to handicap the British producer in the Australian market. I hear that one of the big Australian exhibiting syndicates was notified by letters that if it exhibited British films it would not be supplied with American films to enable it to fill up its programmes.

Presumably this was intended as an ultimatum; but if so it failed in its effect. The exhibitor made arrangements to get all the American films required direct from the United States. The incident affords evidence of the progress of the British film industry. A year or two ago it would not have been worth any film renter's while at home or abroad to make a fuss about British films.

The Singapore Base.
A section of the London Press which has always been critical of the policy of establishing a naval base at Singapore came out this week with the startling announcement that the creation of the base would be modified or abandoned. The reason given was in effect that the British Government would “mark time,” as they say in the Army, pending the signing of the Kellogg World Peace Pact in Paris in a few weeks time, and the subsequent discussions at Geneva on disarmament.

There was the usual elaborate and emotional appeal as to the value of a “peace gesture” by the British Empire; and the good effect it would have, especially on Japan and the United States, “Britain” (Continued on next column).

WOMAN CLIMBS MYSTERY PEAK.

SNOW BRIDGE THRILL.

CRACKING AS SHE CROSSED.

MONTREAL.
Mount Waddington, 13,956 feet in height, the highest peak in British Columbia, and long known as Mystery Mountain, was conquered for the first time on July 28th by Mr. and Mrs. Don Munday, well-known members of the Alpine Club of Canada, and Mr. A. R. Munday, a member of the Winnipeg section of the Alpine Club.

Mount Waddington is north of Rute Inlet, about 141 miles north of Vancouver. A new chain of peaks was discovered in the Cascade Range, it was stated.

The ascent was one of the most daring episodes in the annals of Canadian mountain climbing. At one point a snow bridge was the only passage across a deep crevasse. Mrs. Munday was leading at the time. When she reached the centre the snow cracked and subsided visibly.

It was a tense moment, but she continued across and her companions followed, creeping softly as they could, and reached the other side safely. They breathed a sigh of relief to find the bridge still there on the downward trip, and again negotiated it safely.

Twenty-four hours of continuous climbing upwards and downwards were required to make the return trip from the base camp at the 5,400 feet level.

The start was made at daybreak on July 28th in bitter, cold weather. For 2,000 feet the climbing was mostly over rocks. Much of the way there was only a foot-wide crest between the twin precipices of ice and rock.

The upper cliff of much of the mountain overhanging, and between the dizzy poised rocks daylight often showed through the cracks underfoot. Five of a series of peaks 10,500 to 12,000 feet high had to be climbed in turn to get to the big objective.

wrote the *Daily News*, “could make the concession with a good grace, and certainly with its position in the Far East strengthened—if that were really possible—by the guarantee of the Anti-War Pact and a League disarmament understanding.”

We are also told that the British taxpayer would be saved about £10,000,000 if the Singapore scheme were abandoned or whitened down. It is curious to note what tremendous economists these pacifists can be upon occasion! However, I learn that there is really nothing in the report which has been given so much publicity. British policy remains unchanged. The report is based on nothing more substantial than the fact that there has been some delay in placing contracts; and anyway, it has been promptly denied by the Admiralty.

Energies Of The Peace Party.
It will be recalled that in 1924 the Singapore dock scheme was temporarily abandoned. That was a “peace gesture” made by the Labour Government of the day as a prelude to the now famous protocol devised at the Geneva Conference in the same year. But the Conservative Government on coming into power rejected the protocol and resuscitated the scheme. Latterly, since it was known that the Kellogg Pact was going through the Government have been urged by the pacifists to pledge themselves to reductions in next year's naval expenditure; but the question of that expenditure has not yet come before the Cabinet as a whole, and even if there was any intention of modification by the Cabinet, the question of Singapore would still have to be dealt with by the Dominions in consultation with Downing Street, since the Dominions are bearing a portion of the expense.

The matter is of general interest as showing that the peace party are very energetic, and are always extremely active in their efforts to get their views adopted. They are constantly calling out for this country and the Empire at large to make a “peace gesture” and lead the rest of the world. The fact that the British Empire holds an unique position, and has commitments that are not known to other nations, is overlooked or ignored. It is for fortunate that it would take more than a newspaper campaign to defeat the policy of the Government where Empire interests are concerned.—H.B.

DIARY OF EVENTS.

To-day.

(September 5th.)

Seamen's Institute Whist Drive.

Baseball: Junior Division.

South China South v. Y.M.C.A.

Water Polo: Queen's v. V.R.C.

Queen's Theatre: “Stop that Man.”

World Theatre: “Butterflies in the Rain.”

Star Theatre: “Lady Windermere's Fan.”

Tea Dance: H.K. Hotel, 4.30 p.m.

Thursday.

(September 6th.)

Annual Meeting Mid-Level Residents Association, Ladies Recreation Club, 8 p.m.

Queen's Theatre: “Titanic.”

World Theatre: “A Woman of Paris.”

Star Theatre: “Irish Hearts.”

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: Inward: Europe via Negapatam, letters only (Takada).

Friday.

(September 7th.)

Christian Fellowship Meeting.

Helena May Institute, 10.30 a.m.

Baseball: Junior Division.

Kioras v. China Athletics, 5.30 p.m.

Queen's Theatre: “Titanic.”

World Theatre: “A Woman of Paris.”

Star Theatre: “Irish Hearts.”

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: Inward: Europe via Siberia (Heidelberg).

Saturday.

(September 8th.)

Baseball: Senior Division.

Filipino Club v. South China.

Queen's Theatre: “Titanic.”

World Theatre: “A Woman of Paris.”

Star Theatre: “Irish Hearts.”

Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 6 p.m.

Principal Mails: Inward: Europe via Negapatam, letters only (Fuen Sang).

Outward: Europe via Marseilles (Hakone Maru), 2.30 p.m.

Sunday.

(September 9th.)

14th Sunday after Trinity.

Queen's Theatre: “Hot Heels.”

World Theatre: “The Light of Asia.”

Star Theatre: “Little Annie Rooney.”

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mails: Outward: Europe via Marseilles (Kalgan), 10.30 a.m.

Monday.

(September 10th.)

Queen's Theatre: “Hot Heels.”

World Theatre: “The Light of Asia.”

Star Theatre: “Little Annie Rooney.”

Principal Mail: Outward: Europe via Siberia (President McKinley), 6 p.m.

Tuesday.

(September 11th.)

Queen's Theatre: “New York.”

World Theatre: “The Light of Asia.”

Star Theatre: “Alias the Deacon.”

Tea Dance: H.K. Hotel, 4.30 p.m.

Principal Mail: Outward: Europe via Marseilles (Portofino), 2.30 p.m.

Wednesday.

(September 12th.)

St. Leger.

Seamen's Institute Whist Drive.

World Theatre: “The Light of Asia.”

Queen's Theatre: “New York.”

Star Theatre: “Alias the Deacon.”

Tea Dance: H.K. Hotel, 4.30 p.m.

COME ON, STEVE!

A DONKEY WHICH WAS TOO MUCH FOR HIM.

Ten thousand spectators watched the “Donkey Derby” on the Preson North End football ground, when, Steve Donoghue, Weston Field, Stanley, and Baines had mounts. Donoghue's donkey, Shaun Spadah, refused to go after the first 100 yards, and he got off to push. Weston lost his mount about half-way, and then jumped up behind Field, whose donkey, Jack Horner, objected and sent both of them rolling on to the grass. A boy on Music Hall came in first in a canter, but it proved to be his own donkey, so that he was disqualified, and Stanley won on Alfonso, a pichard from Lyham.

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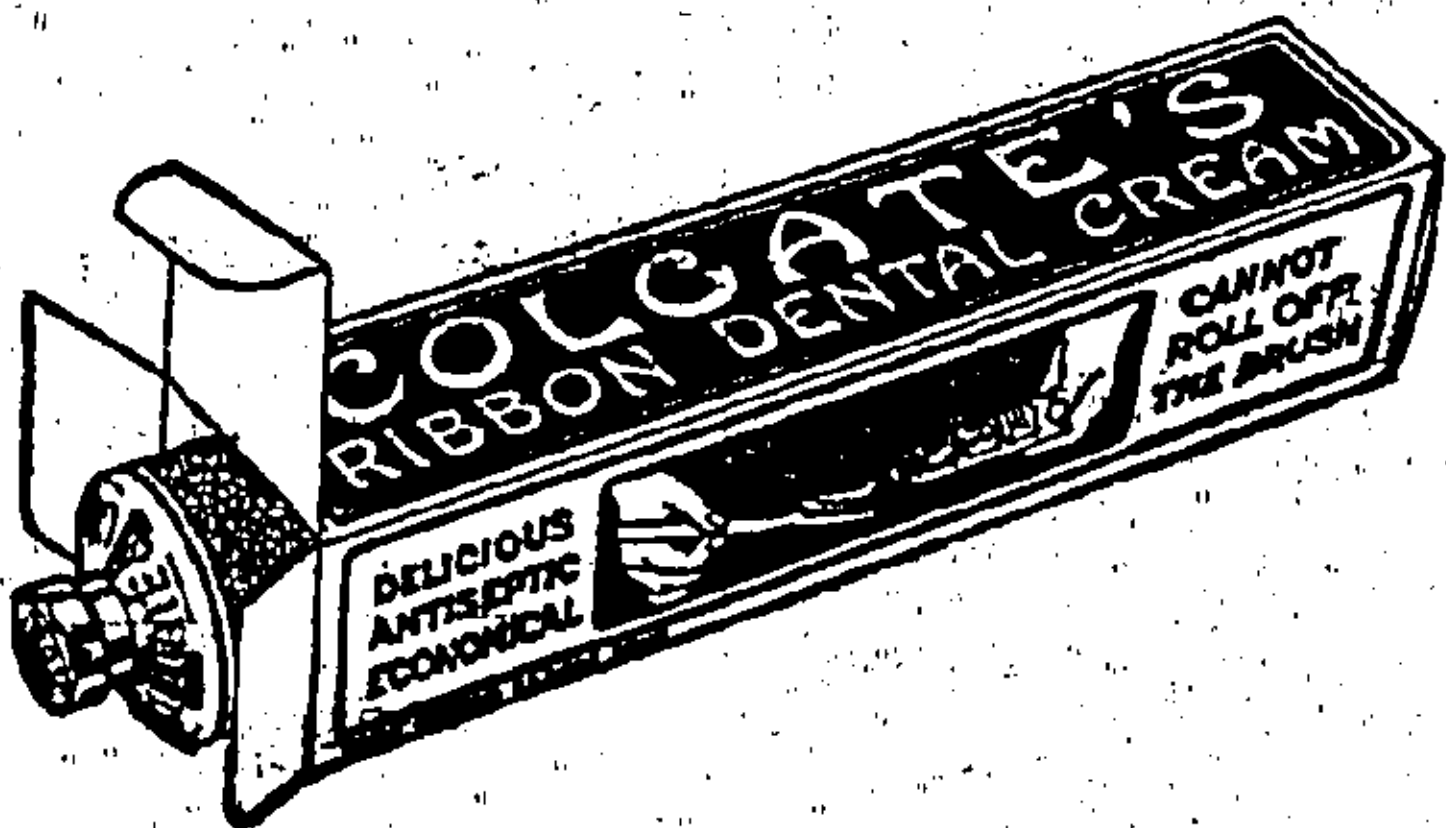
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WORK OF POLICE.

THE ROYAL COMMISSION.

INTERROGATION OF
WITNESSES.

As recently announced by cable the Royal Commission appointed to consider the general powers and duties of police in England and Wales in the investigation of crimes and offences is composed as follows: The Right Hon. Viscount Lee of Fareham, G.C.S.I., G.B.E., K.C.B. (chairman).

Lord Ebbisham, G.B.E.
Sir Howard Frank, Bt., G.B.E., K.C.B.
Dame Meriel Talbot, D.B.E.
Sir Reginald Ward Edward Lane Poole.
Mr. James Thomas Brownlie, C.B.E.
Miss Margaret Beavan, Lord Mayor of Liverpool.

The terms of reference of the Royal Commission are: To consider the general powers and duties of Police in England and Wales in the investigation of crimes and offences, including the functions of the Director of Public Prosecutions and the Police respectively; to inquire into the practice followed in interrogating, or taking statements from, persons interviewed in the course of the investigation of crime; and to report whether in their opinion such powers and duties are properly exercised and discharged, with due regard to the rights and liberties of the subject, the interests of justice, and the observance of the Judges' Rules both in the letter and the spirit; and to make any recommendations necessary in respect of such powers and duties and their proper exercise and discharge.

Mr. E. E. Bridges, of the Treasury, has been appointed Secretary of the Royal Commission, and Mr. C. D. Kirwan, of the Home Office, has been appointed Assistant Secretary. Any communications intended for the Royal Commission should be addressed until further notice to Mr. E. E. Bridges at the Treasury, Whitehall, S.W.1.

Careers of Members.

This is the third Royal Commission over which Lord Lee of Fareham has presided in the last few years. He was Chairman of the Royal Commission on Thames Bridges, on whose recent report is based the scheme for the new Charing Cross Bridge, and of the Royal Commission on the Public Services in India in 1923. The Commission on Police Pay and Pensions also sat under his guidance in 1925. Lord Lee sat as Conservative member of Parliament for the South or Fareham Division of Hampshire from 1900 to 1918 and entered the Cabinet in 1919 as Minister of Agriculture and Fisheries. He held office as First Lord of the Admiralty from February, 1921, to November, 1922. He was a member of the Imperial Cabinet in 1921 and a delegate to the Washington Conference in the same year. The beautiful house and estate of Chequers (Bucks) were presented to the nation by Lord Lee as a residence for Prime Ministers of England.

Lord Ebbisham was Sir George Rowland Blades, and held office as Lord Mayor of London in 1927. At present he is president of the Federation of British Industries and head of the firm of Blades, East, and Blades, City, printers.

During his Lord Mayorship he paid official visits to Paris, Ghent, and Rome. From 1918 he represented the Epsom Division of Surrey in Parliament.

Sir Howard Frank is head of Knight, Frank and Rutley, the estate agents, and a director of several other companies. He was chairman of the Disposal and Liquidation Commission (1921-24), and before that Director-General of Lands. During the War he served at the War Office, the Ministry of Munitions, and the Air Ministry.

Dame Meriel Talbot is Intelligence Officer of the Overseas Settlement Department and a member of the Government Overseas Settlement Committee. She travelled extensively in the Colonies as a secretary of the Victoria League, and during the War was Director of the Women's Branch of the Food Production Department, Board of Agriculture, later becoming Woman Adviser to the Ministry of Agriculture.

Sir Reginald Poole is head of the firm of Lewis and Lewis, solicitors, of Ely-place, Holborn.

Mr. James T. Brownlie, who was an engineer, has been president of the Amalgamated Engineering Union since 1922. He is 63 years of age and has had wide experience as a trade union leader. During the War he was a member of various Government Committees. He was one of the Committee on Industry and Trade appointed by the Labour Government in 1924.

Miss Margaret Beavan has the distinction of being Liverpool's first woman Lord Mayor.

TWO NATIONS HUT.

OVER THE FRONTIER FOR WATER.

ITALIANS' AUSTRIAN
LANDLORD.

VINNA.

The most interesting spot on the Brenner frontier, between Austria and Italy, is the Landshut Hut, nearly 10,000ft. above sea level, the highest refuge in the Zillertal Alps, for the frontier is drawn right through it.

The larger part of the building is Italian, but the front, and the principal guest-room, are Austrian. The only water supply is on the Austrian side. As the Italians would otherwise have to bring all their water up from the nearest well on their side, about 3,000 feet below, they are allowed to come to the Austrian well daily, and consequently there is a fraternizing social atmosphere up there scarcely to be found at any other frontier point.

The path to the hut on the Austrian side passes so close to the frontier towards the summit that wayfarers can easily step carelessly across it, and this for Austrians may at any time have very serious consequences. But unless very stringent special orders have lately been received, and there are periods of rigid severity, the Italians allow Austrian and German tourists even to make excursions to summits on the Italian side from the hut without any special visa. The Italian soldiers are frequently to be seen enjoying the comfort of the Italian rooms of the hut, whose landlord is Austrian.

He has marked the way to the hut on the Austrian side yard by yard near the summit, to prevent mishaps in careless overstepping of the frontier.

There are only three points at which tourists with visas may legitimately cross the frontier, Brenner, Innichen, and Reschen, checked, and any person seeking to cross at other points is an object of suspicion. British subjects do not require a visa for Italy, so a certain extent they can cross where they like, but it is different with Austrians. And a Briton must have his passport handy.

When the hut opened for the season this summer the landlord hoisted an Austrian flag, as is usual on such refuges. The Italians accepted the explanation, but at once obtained an Italian flag for their end. So now both float gaily on the same building.

FELL TO PIECES IN MID-AIR.

AEROPLANE'S CRASH DURING "STUNTS."

An inquest was held by Dr. Cohen at Stanmore, Middlesex, on Lieut. E. L. D. Moore, R.N., a pilot attached to the aircraft carrier *Furious*, and a member of the London Aeroplane Club. He crashed in an aeroplane at Edgware in view of crowds who had been watching him perform aerial evolutions.

Mr. Charles Walker, director of De Havilland Aircraft Company, said that Lieut. Moore was flying a Moth machine.

Lieut. Commander Moore said that his brother had made 30 solo flights in Moth machines.

Mr. Charles Humphries, ground engineer of the London Aero Club, said the machine had been up repeatedly on 15 different days since it was tested and there had been no trouble with it.

Dr. Cohen: "The machine must have come apart in the air. What could cause this other than excessive strain?"

Humphries said he had reason to believe the machine was in no way defective.

Dr. Cohen said the wing was found some distance away from the rest of the machine after the crash.

Pilot's Soft Touch.

Mr. V. H. Baker, chief instructor of the London Aero Club, said Lieut. Moore was a very capable pilot with a soft touch of the controls. The machine was built to allow a large margin of safety when the maximum strain caused by a loop or a roll was placed on it.

Police-Constable W. Wixon said the aeroplane was apparently "stunting" at a height of between 2,000 and 3,000 feet. "I saw it coming down in a spinning dive," he said. "Then it rose again to a height of about 2,000 feet, did two rolling loops, rose again, and looped over end, flew on, and appeared to dive with a view to another loop. The machine made a terrific roar and came down. The right-hand wing left the machine and the other wing fluttered in the wind."

Dr. Cohen found that Lieut. Moore died from a fractured skull due to the crashing of the aeroplane in consequence of a structural failure in the air.

He said the Air Ministry had asked him to say that it would be of considerable advantage to them in the technical inquiry which would take place later if any pieces of the aeroplane found by the public were returned to the police.

Edgware Police Station.

VOICE TRAINING.

THE USE OF ELEVEN VOWEL SOUNDS.

NO CUT-AND-DRIED METHODS.

OXFORD, August 14th.

A lighted match held almost in the mouth while the vowel sound "ah" was sung was one of the illustrations used by Mr. F. C. Field-Hyde, voice trainer and lecturer at Regent's Park, Homerton, and New College, lecturing to-day to the students attending the summer school in music teaching at Oxford. It was used to prove that the idea of a vowel sound being carried on the breath, as is frequently taught, is wrong. For several seconds Mr. Field-Hyde continued to sing "ah" loudly, yet the flame of the match hardly flickered. "This proves that sound is carried through the air and not on it," he said. "If the reverse were the case you would have been by this time blown to smithereens, for I should have raised a tornado by the mere singing of 'ah'." (Laughter.)

Training Is Artistic.

There can be no cut-and-dried methods for any teacher or pupil, he continued. Some voices are so sensitive that it is possible to do a great deal of harm by a perfectly good method in a comparatively short time, while other pupils will get splendid results from the same method. This means that methods must be adjusted to suit every individual pupil. "Training voices on a scientific basis is anathema to me. Singing is an artistic thing, and the main point of training is artistic, and not scientific or mechanical. Therefore voice trainers should remember that the work of voice training is an art, and not a science. In the beginning, too, imitation is inevitable, and that is why every teacher should be a performer. In the same way that you do not learn English in the first place by studying grammar and formation of the lips, but by imitation, so the beginner learns how to sing.

"Another thing which is being preached in these days is that to be a good singer it is imperative to have a wide general culture. But all the culture in the world will not give a person a voice, and some of our greatest singers have had no general culture. Masters are supposed to make singers, but in some cases it is singers who make their masters. There have been many names and fortunes made on the strength of a few highly gifted pupils. That is why so many teachers with big reputations have also many failures to their account. A teacher must have intuition. Many foremost teachers cannot explain the fine results they get, while others who know the subject from A to Z, and can talk about it by the yard and the mile, never get a show pupil. The real voice trainer needs to have an amount of information and skill which he seldom makes use of except in difficult cases."

Mr. Field-Hyde asked his audience to state how many vowel sounds there were in the English alphabet. "Five" was the answer. "That shows the appalling ignorance there is about the English language," he said; "for there are eleven vowel sounds, not five, if we consider the combination of vowel-making diphthongs. It was the learning of shorthand which first impressed this fact on my mind. In these eleven sounds there is a potentiality of ruining voices unless the teacher realizes how to make singers use them."

"No one," declared Mr. Field-Hyde, "knows what their voice sounds like." To prove this he asked the audience to plug their ears with their fingers and shout a sentence in order that they might hear for themselves "the infernal row" they made. For a few seconds pandemonium reigned, everyone holding their ears and shouting against each other.

Modern Crude Harmonies.

Major J. T. Bavin, director of the Education Department of the Federation of British Music Industries, continuing his lectures on the giving of piano lessons in classes through cardboard keyboards, said that although he taught on an average 50,000 pupils a year he had never found anybody who could not distinguish between major and minor keys. By his method it was possible to get every schoolboy to play from seven to eight hundred notes a minute. The main object, he said, is to get children interested, and only to deal with theoretical problems as they arise, instead of giving information into their heads.

Referring to modern music, Major Bavin said the crude harmonies which modern composers use make us shiver sometimes, while their music is difficult to read because of the unusual chords. Let children learn to know the look of chords, and to find out things for themselves, as much as possible without the teacher's interference.

WILL OF VISCOUNT

HAMBLEDEN.

UNSETTLED ESTATE VALUED AT £5,500,000.

GIFT OF £5,000 TO ETON COLLEGE.

Viscount Hambleden, of Grosvenor Place, London, S.W., Greenlands, Henley-on-Thames, and The Manor House, North Bovey, Devon, who was head of the firm of Messrs. W. H. Smith and Son, the newspaper distributors, etc., and a partner in Coutts and Co., bankers, left an unsettled estate of the value of £5,500,000.

He left £2,000, the use of his house in Grosvenor Place, or an additional £5,000 on her ceasing to reside there, and £8,000 a year, to his wife. Other bequests include: £5,000 to Eton College; £5,000 to King's College Hospital; and £1,000 to his secretary, Arthur E. J. Legge.

The whole of his share and interest in Messrs. W. H. Smith and Son is to be offered to his sons at a valuation. The portraits of Lord Kintford and Lord St. Aldwyn, by Cope, and an oil painting of two dogs by Landseer, are to devolve as heirlooms with the settled estate.

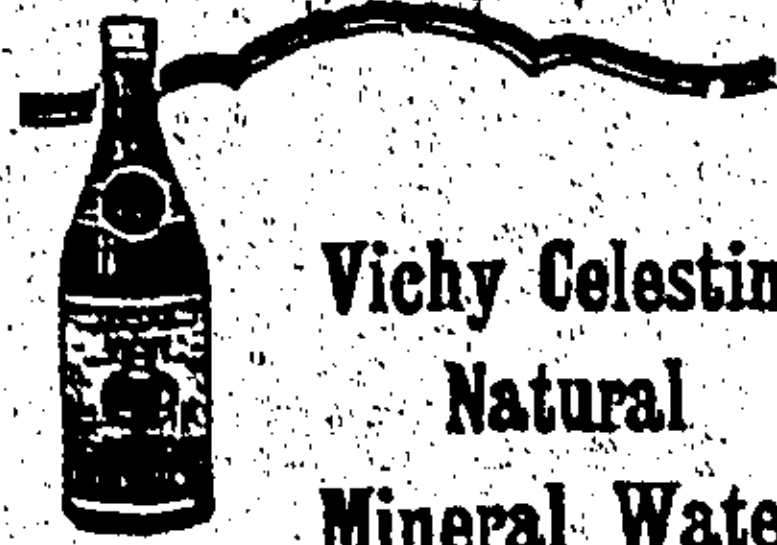
HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 4th, 1928.	
R.K. Bank	£1,381 1/2 buy.
Do. London	£1,381 1/2 buy.
Chartered Bank	£224 buy.
Mercantile Bank	£28 2/3 nom.
Do. C.	£214 1/2 nom.
P. & O. Bank	£281 1/2 nom.
East Asia Bank	£77 buy.
Canton Insurance	£470 nom.
Union Insurance	£387 buy.
North China Ins.	£14 1/2 buy.
Yongtze Insurance	£450 nom.
China Underwriters	£24 1/2 nom.
China Fire Insurance	£360 buy.
Hong Kong Fire Ins.	£305 ss.
Douglas	£381 1/2 nom.
H.K. Steamboat	£28 buy.
H.K. Tug	£12 nom.
Indo-China (Pref.)	£33 buy.
Do. (Def.)	£72 buy.
Shall Transport	£110 1/2 nom.
Waterworks	£31 buy.
Electricity	£215 buy.
Kailan Mining Admin.	£84 nom.
Kailan Mining	£10 sel.
Do. (single)	£14 1/2 sel.
Shai Explorations	£14 1/2 nom.
Shanghai Loans	£14 1/2 nom.
Rails	£4.80 nom.
Tonghai Mines	£78 nom.
H.K. & W. Wharfedale	£138 1/2 buy.
H.K. & W. Docks	£97 nom.
China Provident	£5.60 buy.
Longways	£154 nom.
New Engineering	£14 1/2 nom.
Shanghai Docks	£14 1/2 nom.
Wai Cottons	£14 1/2 buy, 9 sel.
Oriental Cottons	£14 1/2 buy.
Shai Cottons (old)	£14 1/2 nom.
Do. (new)	£14 1/2 nom.
H.K. & S. Hotels	£31 sel.
H.K. Lands	£494 buy, 861 ss.
Shanghai Lands	£14 1/2 buy.
Empire Estates	£14 1/2 buy.
H.K. Realities	£14 1/2 buy.
H.K. Tramways	£24 1/2 buy, 24.35 ss.
Peak Tram (old)	£13 buy.
Do. (new)	£13.35 nom.
Star Ferry	£44 buy, 44 ss.
China Light (old)	£12 buy.
Do. (new)	£12 buy.
Do. (1928 issue)	£11.80 buy.
H.K. Electric (old)	£14 1/2 buy.
Do. (new)	£14 1/2 buy.
Maeco Electric	£14 1/2 buy.
Telephone	£14 1/2 buy.
China Buses	£14 1/2 buy.
Singapore Tractors	£12 sel.
Do. (Pref.)	£17.6 buy.
China Sugar	£14 1/2 buy.
Malacca Sugars	£17 buy.
Canton Ice	£34 sel.
Cementa (combined)	£9.40 nom.
Do. (old)	£8 sel.
Do. (new)	£11 sel.
H.K. Rope (old)	£6.35 nom.
Do. (new)	£6.30 nom.
United Asbestos	£5 sel.
Dairy Farms	£22 buy.
Watsons	£14 buy.
Der A Wings	£20.50 nom.
Lans Crawfords	£21 nom.
Mackintosh	£20 nom.
Sincores	£9 buy.
Wm. Fowells	£33 buy.
L.L. Amusement	£33 buy.
H.K. Construction	£1.35 buy.
Hong Indus. G.S. Bonds	64% buy.
H.K. Govt. Loans	6% prem. buy.
buy—buyers; sel.—sellers; ss.—sales; nom.—nominal.	

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]	
RATES, Sept. 3rd.	
Paris	124.25
Geneva	25.20
Berlin	20.35
Oslo	18.19
Helsingfors	18.23
Athens	375
Buenos Aires	471
New York	4.55/32
Amsterdam	15.105
Stockholm	34.425
Vienna	29.905
Madrid	793
Barcelona	17.15/16
Bombay	34.90
Brussels	92.65
Copenhagen	18.19
Prague	18.23
Lisbon	2.7/32
Rio	5.29/32
Yokohama	1/104
Shanghai	2/54
Hong Kong	2/0
Silver (600)	26.9/16



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Natural
Mineral Water

from the famous Celestins spring, is a very pleasant corrective for gastric troubles and liver disorders.

It gives zest to the appetite and helps one to enjoy the pleasures of the table.

VICHY-CELESTINS

Obtainable at Hotels, Clubs, Chemists and Stores, or from the

Sole Agents:
The French Store
Beaconsfield Arcade.



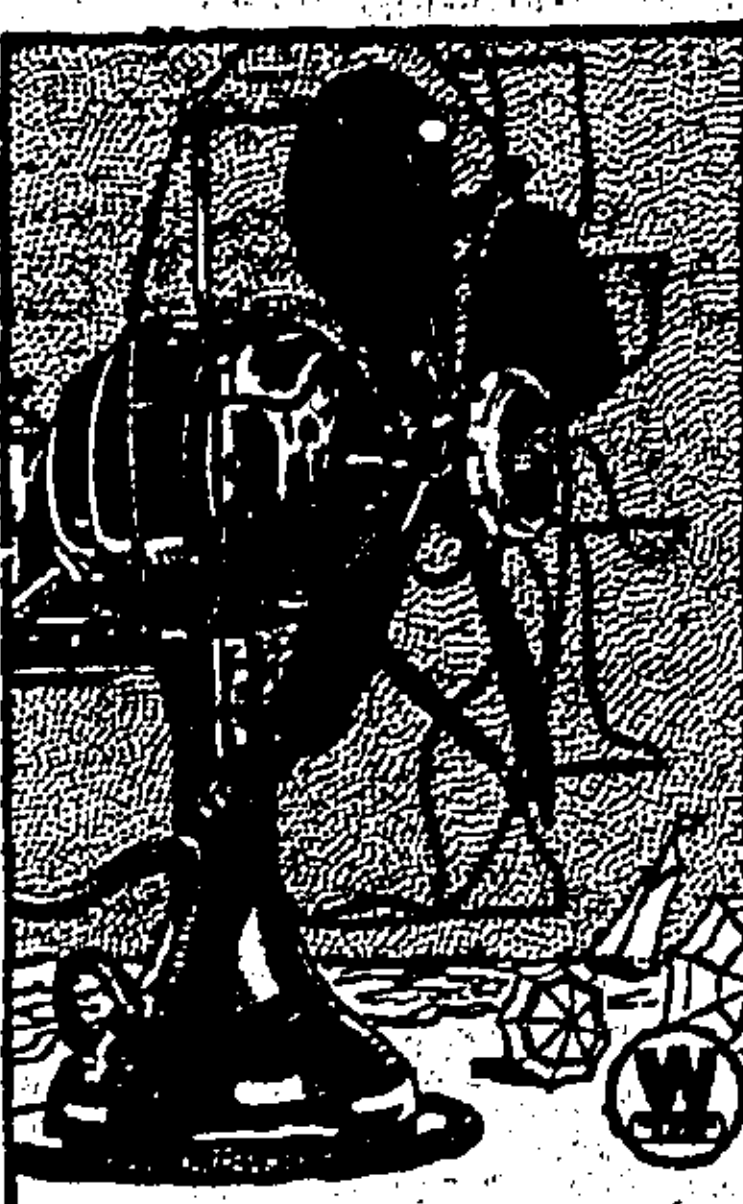
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Ideal for the
Hot weather.



Why not have the
cooling comfort
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Westinghouse Electric
Fan?

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ON SALE.

BOUND VOLUMES OF THE
HONG KONG WEEKLY
PRESS, January to June, 1928.

WITH INDEX, PRICE—\$7.50.

On Sale at the Hong Kong Daily
Press Office.

TRAINING FOR BUSINESS LEADERS.

MODERN METHODS TO MEET NEW CONDITIONS.

F.B.I.'S SUGGESTIONS.

APPEAL TO EDUCATIONAL AUTHORITIES.

The Federation of British Industries has prepared an important report on the training of men for business administration. In this it is stated that it may be necessary to scrap old methods of management in the same way as it has been necessary to scrap old processes. Men must therefore be trained to work along the new lines.

It is pointed out that a very noticeable unanimity is found in the reports of the Balfour Committee on trade, the Malcolm Committee on Education and Industry, and the Emmott Committee who inquired into the position of technical education in relation to industry as to the vital necessity of the most intimate contact between education and industry in order that the fullest value is obtained from the educational resources of the country in the development of national industry and commerce. It is felt that for further developments in educational courses to meet industrial requirement it is very essential that the contact between the educational authorities and industries must be established from the first, and it is with this in view that the report is issued to representative educational bodies.

Some Industrial Changes.

The report goes on to describe the changing nature of industry, such as the development of old industries, the setting up of new industries, the greater mechanisation of production, a greater fluidity in the industrial personnel, and the great development in the production and use of mechanical power, necessitating new and intensified selling to maintain efficient factory production. These internal changes are supplemented by intensification of competition through the growth of industry in other countries. During the last fifty years an industrial revolution has been taking place quite comparable with that covering the break-up of the guild system. The most striking are:—

- (a) The gradual extinction of the personally controlled company, which is giving way to the limited liability company.
- (b) The merging of operating units into vertical and/or horizontal amalgamations.
- (c) The growth of Government control not only of the conditions pertaining to the workers, but also of methods of production, etc.

It is explained that this must not be taken to suggest that the small privately owned enterprise is doomed to disappear. Conditions will always be found which are very favourable to such units. The provision of adequate educational facilities for those destined to be managers of such businesses is just as necessary as it is for the larger undertakings.

The report then considers the existing facilities for training for business. It mentions university courses, technical schools, and colleges, of which the Manchester School of Technology is described as being of particular interest. The general effect in this respect of groups of manufacturers and trade associations is small.

Training The Under Manager.

Regarding future developments, it is stated that leadership is a personal factor, but that modern leadership requires knowledge as well as personality. Wherever it is possible it is strongly advisable that some form of selection of students for courses should be applied, as, quite apart from the necessary personal equation of the personal characteristics, it must be realised that in the higher ranks of administration posts are very limited in number. There is, however, a much wider field lower down, and perhaps it is for the under-manager type that courses could be best framed.

Problems concerned with purchasing, manufacturing, and selling have constantly to be faced, and it is for the purpose of widening the knowledge and thus limiting the possibility of error in judging as to how these problems are to be solved that administration courses should be directed.

The detailed references under the main headings are general in character. They have been made so deliberately, as the requirements of the districts will determine which of the main sections would have to be elaborated, and it has to be remembered that the various branches of industry have also their particular requirements. It is considered, however, that the main headings used would cover comprehensively any particular necessity of a district or a trade.

(Continued on next column.)

HIRED A SPECIAL TRAIN.

PASSENGER WHO MADE COMPANY PAY FOR THEIR ERROR.

How a man hired a special train and did not have to pay, in a race from Delhi to Bombay to catch the English mailboat, is related in the last yearly report of the Accountant-General for Indian Railways, just issued.

The report states that a passenger asked for a first-class berth to be reserved from Kalka to Bombay, adding that he was catching the mailboat. The staff in error reserved the accommodation in the wrong train, and the passenger motored to Muttra, but failed to catch the express. He motored on to Bajana, still failed to overtake the train, and arranged for a special to Bombay, where he was presented with a bill for about £230. After protest he issued, a post-dated cheque, boarded the steamer, and informed the North-western Railway Company, who made the error, that they were liable.

The case was referred to the Solicitor to the Government of India, the N.W.R. being a State line. He advised that as the railway company failed to perform their part of the contract the cost of the special could not be recovered from the passenger.

For the higher executive training the courses must be necessarily of a general survey character, but sections could be elaborated for the purpose of meeting the requirements of the specialists and under-managers.

Questions To Be Studied.

Going on to describe in more detail the suggested field for studies, the report says:—

It is felt desirable to emphasise the importance of a general economic knowledge in all students undertaking courses in administration. In those cases where students have not done such a course it is essential that some time be given to the fundamental principles of economics, quite apart from their particular application in individual sections of the administrative course. For ease of reference the following suggestions have been divided under three main headings:—(a) finance, (b) production, (c) distribution. Each of these subjects has over-riding legal limitations which should be dealt with specifically in these sections.

Finance.

These lectures should cover the provision of capital for setting up a manufacturing or distributing enterprise, and also for the financing of the working of such enterprises. As such the various forms of business, i.e., a private company, a private limited company, a limited company, amalgamations and associations including corporations and holding companies, public utility undertakings, and voluntary associations, need consideration. This would also cover various types of capital. Working capital would necessitate consideration of banking methods, loans, discounts, and credits. Exchanges, speculation and investments including commodities as well as stock, script are also subject matter which are necessary for the appreciation of movements of currencies as reflected by foreign exchange. Normal accountancy, that is trading accounts including balance-sheets, would also be dealt with in this section. Taxation and rating, insurance, contributory schemes, etc., bankruptcy.

Production.

Lay-out or works with special reference to routing. Stores and store organisation, including stock-taking. Power provision and application especially as a cost factor. Machine standards. Costing and rate fixing.

Labour: (a) Selection and training; (b) methods of payment, individual agreements, collective bargaining, trade unions and employers federations; (c) welfare and social aspects.

Government regulations—the Factory Acts, Public Health Acts and industrial manufacture. Nuisances, including smoke and liquid effluents. Patents and other forms of monopoly. Standardisation and simplification. Research.

Distribution.

Advertising and publicity, press advertising, exhibitions, catalogues, porters, trade marks, business correspondence, cinema and wireless.

Under marketing come—trade channels, wholesale and retail; commission merchants, brokers, and exporting houses, brands, trade marks; transport—road, railway, shipping and air; transport documents, insurances, and risks.

Selling—the personal factor, knowledge of commodities, languages and general commercial practices in particular countries.

Trade agreements.

Sales service as an intelligent service.

Trade statistics including production, consumption and marketing movements; interpretation of statistics; the use of statistics in determining manufacturing policy.

RUBBER AND MALAYAN TRANSPORT.

EFFECT OF REMOVING RESTRICTION.

SINGAPORE GOVERNMENT ACTION URGED.

SINGAPORE, Aug. 25th.

The enormous strain which will be imposed on Malayan transport and storage facilities when Restriction is removed on November 1st, and rubber stocks estimated at 125,000 tons (November and December) will be released for export, was dealt with in the Legislative Council yesterday by Unofficial Members representing the Singapore and Penang Chambers of Commerce, and the Government was urged to permit the movement of rubber stocks, under bond or some other arrangement, to Singapore or Penang during October.

Mercantile Representatives On Export Problem.

On the motion for the adjournment the Hon. Mr. J. Bagnall addressed the Council. Since the announcement of the removal of restriction, and in certain instances even before that date, estates in the Malayan Restriction area had been accumulating stocks of rubber in excess of the quantity they were permitted to export. They were now approaching the end of the period of Restriction, and it was a matter of considerable importance to many people in the industry, and connected with it, how those stocks plus current production were to be handled.

It was difficult to ascertain what quantity would be available for export on the first day of November, but by taking an average of the estimates of several members of the Singapore Chamber of Commerce Rubber Association the figure of 85,000 tons as a minimum had been arrived at, the total quantity available during November and December being placed at 125,000 tons.

The rubber produced in Malaya reached the ocean-going steamer by road, rail and sea or a combination thereof. The Acting General Manager of Railways had stated that it was not anticipated that there would be any difficulty so far as the supply of rolling stock was concerned, provided that rolling stock was not used for the purpose of storage. The principal difficulties would arise on arrival at the railway terminal port during receiving, weighing and handling into Customs sheds and loading to lighters, coasters or ocean-going vessels.

Special Measures Necessary.

That congestion would arise at these points unless special measures were taken was reasonably certain. There was a large quantity of rubber to be moved, and in addition there was the normal flow of other commodities to be handled. He understood that a large quantity of the rubber had been sold for shipment in early November, November, or November-December, and that the greatest movement would take place at the beginning of the two months mentioned. Any arrangement which permitted the traffic to be spread over a longer period would be beneficial; extension to later dates was impracticable for various reasons, leaving only acceleration of shipment date to be effective.

It was considered that a simple way to minimise congestion would be to allow transit of stocks, under suitable guarantees or in bond, during the second half of October to Penang and Singapore, where ample and suitable storage was available, on condition that export from those Malayan ports should not take place before the first day of November.

Estates normally despatched their product as soon as possible. At the present time storage accommodation on the estates was becoming severely taxed and any relief should not be overlooked was that rainfall increased as the end of the year approached, and that handling of all kinds was slowed down in bad weather. This was an additional reason why early movement should be permitted.

Frankly, he would have expected this question of handling accumulations of rubber to have been raised by the authorities concerned for their own benefit, or, failing that, that they would have welcomed any suggestions which had as their object the relief of congestion. He trusted that something might be done in this direction, and the Singapore Chamber of Commerce would be pleased to assist as far as was possible.

Penang Member's Support.

The Hon. Mr. J. Milne, supporting the remarks of Mr. Bagnall, said that in Penang there was a great and growing anxiety as to whether transport facilities would prove equal to the strain involved by the lifting of Restriction.

(Continued at foot of next column.)

SINGAPORE'S REDS.

FIFTEEN IN COURT.

ATTEMPT TO ORGANISE RIOT.

SINGAPORE, August 27th.

The programme to have been followed by the Hylam demonstrators on August 3rd, when the police were called out to deal with disturbances, was described to the Fourth Police Magistrate (Mr. F. S. Findlay) yesterday, when the Deputy Public Prosecutor (Mr. N. H. P. Whitley) charged with being members of an unlawful assembly 11 Hylams and 4 other Chinese.

Remarking that an unlawful assembly was a collection of five or more persons for the purpose of committing any offence, Mr. Whitley said it would be shown in evidence that several hundred Chinese, among whom were the accused, collected on St. Joseph's padang for the purpose of inciting the Chinese in Singapore to assault the Japanese and English. There was against two of the accused the much more serious charge that they distributed seditious documents.

Proceeding, Mr. Whitley stated that on August 2nd, on information received, Mr. Onnaet, head of the C.I.D., raided Hylam schools, and discovered that on August 3rd a meeting was to be held on St. Joseph's padang. A large quantity of documents was discovered. They were in Chinese, English and Malay.

Mr. Whitley quoted an extract from one in Malay:—

The Indians, Ceylonese and Chinese are being oppressed by the English Government. We nations of Southern Asia who are being controlled and squeezed should join together and collect troops to destroy and run down the bad governments of the world and substitute governments to be composed of loyal subjects.

Banners In The Streets.

Copies of the documents seized were produced. They included the programme outlined for the August 3rd demonstration. This stated that white cloths with red characters describing when and where the meeting was to take place were to be suspended across the streets.

Banners were to be exhibited on buses, bullock carts and rickshaws between 7 a.m. and 9 a.m. The notices and handbills regarding the meeting were to be distributed amongst the public on the morning of August 2nd. Every member was to carry five bills of different kinds. Two of each were to be handed out at the meeting, the distribution of the others to take place after the meeting dispersed. No slogans of the Communist Party and the Labour Union were to be posted before the meeting, but every member was requested to post up three in various places after the meeting dispersed. Every member was to state that he was attached to the "Overseas Patriotic Union."

The following motions were to be put to the meeting:—

To urge publicity for the diplomatic affairs of the Nationalist Government.

The severance of economic relations with Japan.

To severely search for things Japanese and punish treacherous merchants.

To oppose the acceptance of the five Japanese demands by the Nationalist Government.

Scene On St. Joseph's Padang.

Mr. Onnaet described the scene on St. Joseph's padang on the morning of August 3rd. There were about 15 persons and witness arrested one of them with a bundle of documents under his arm. The documents consisted of attacks on the Japanese and on "Imperialism." Witness arrested also No. 13.

When witness returned to the padang the crowd had increased to at least 300. Their movements were very definitely organised. A Chinese had got on a table and was haranguing the crowd. He appeared to be leading them. After making part of a speech he led the crowd in slogans. That man was the sixth accused. He was a Cantonese. A bill was on the table as well as a book with a number of names.

A Chinese detective said that the subject of the speeches was the large population of Chinese and the ease with which they would be able to smash up Britain and Japan.

Further proceedings were adjourned for a week.—*Straits Times.*

He had heard the amount of rubber available for November shipment put as high as 100,000 tons, but, whatever the correct figure was, very large quantities of rubber undoubtedly had been sold for November and early December shipment.

He considered that unless the Government was absolutely satisfied that no breakdown would occur it was imperatively their duty to make such arrangements as would provide some easement of the strain, and such easement could only be found along the lines suggested by Mr. Bagnall.

SILVER SCREEN.

"THE FAIR CO-ED."

COLLEGE GIRLS INTEREST.

Of the new films coming here soon "The Fair Co-Ed," a Marion Davies is one of the jolliest.

This time Miss Davies appears as an irrepressible and independent young undergraduate at one of those strange but true American co-educational universities. She affords every possible support to the statement that the principal interest of the American college girl is the American college youth.

In fact she goes to college in pursuit of a young man, plays netball because he is the coach, quits her team because he is cross with her, and eventually joins it again at the last moment for his sake. Needless to say, she plays sufficiently brilliantly to ensure victory for her side.

Miss Davies's Charm.

The story is not very original or interesting, but Miss Davies invests her part with a singular and individual charm. She seems much more natural than do most film actresses, even in the significant unpolished and comparative simplicity of her hairdressing.

There are also some absurdly funny incidents in the picture, which opens with the students all making their way to college in wheelbarrows, cabs, carts, on stilts, on bicycles, and even (a method of progression totally unknown in America) on foot. This is because the authorities have banned motor-cars; and it really is funny, for some reason, especially the string of young men who imitate the weary gait of the well-known haulers of the Volga, and another string pretending to be tired convicts.

The net-ball scenes are magnificently done, too, and the whole picture provides light, rollicking entertainment of an eminently timely nature.

New Fairbanks Film.

Now that Mr. Douglas Fairbanks, back from his European trip, has begun preparations for his next film a sequel to "The Three Musketeers," he is busy testing actors and actresses for their parts. In this he has the help and advice of Mr. Maurice Leloir, the greatest living authority on 17th-century France, and who, at the age of 74, instead of lending Mr. Fairbanks one of his assistants, elected himself to take his first trip abroad to supervise research work, costume and period detail.

The Original Athos.

Four of the important players in the earlier Fairbanks film, "The Three Musketeers," are now dead: Miss Barbara La Marr, who played Milady, Mr. George Siegmann, who was Porthos, Mr. Walt Whitman, who was D'Artagnan's father, and Mr. Willis Roberts, who was Capt. de Treville. Another of the original cast, Mr. Eugene Pallette, who was the Aramis, is now too young to take the part, and Mr. Otto Matison has been chosen instead. But the original Athos, Mr. Leon Barry, has come back from France to play his old character.

Miss Marguerite de la Motte will again be Constance and Miss Dorothy Revier, Milady de Winter.

Laurence Irving In Charge Of Decor.

On the technical side, Sir Henry Irving's grandson, Mr. Laurence Irving, is designing scenes and costumes, while the Scottish architect, Mr. William Cameron Menzies, will also be associated with this, as with so many other big productions.

Mr. Menjou Rajah.

Mr. Adolphe Menjou is the star of "His Tiger Lady." For some reason best known to his producers, Mr. Menjou throughout most of this far from the guide of his best efforts—appears in the guise of an Eastern rajah, turban and all. He is not at all convincing and indeed loses something of his poise and urbanity in this costume.

The story concerns a spoiled woman (Miss Evelyn Brent), who tests the devotion of her admirers by bidding them fetch her glove from out of a cage of wild beasts. Mr. Menjou alone has sufficient courage to do this.

Colonel Film Well Received In Germany.

BERLIN.

The British naval film "The Battles of Coronel and the Falkland Islands" was produced at the Ufa Pavilion, one of the finest and most accessible picture theatres in the city.

The only difference between the presentation here and that in London is that the scenes depicting the saving of German sailors by the British have been cut down, but scenes of the Germans swimming in the water and of the British getting them on board sufficiently indicate that we did our duty.

(Continued at foot of next column.)

Youth — Action — Laughs — Thrills



Universal
Picture

With

BARBARA KENT — ARTHUR LAKE
GEORGE SIEGMANN

EDDIE GRIBBON AND WARNER RICHMOND

A RIOT of laughs and thrills—with a real plot—and more fast action than you ever saw in a comedy in your life!

AT THE

QUEEN'S

FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

ANDREW SOUTAR'S story of the younger set of English society and their craving for new sensations and excitement!

Laura La Plante

IN "BUTTERFLIES IN THE RAIN"



WITH

JAMES KIRKWOOD AND DOROTHY CUMMINGS

AT THE

WORLD

FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20
Interpreter 2.30 & 7.15.

RONALD COLMAN
IN
ERNST LUBITSCH'S
Production

LADY WINDERMERE'S FAN

From the play by Oscar Wilde

AT THE

STAR

FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.

COMING—

THE
LIGHT
OF
ASIA

Watch for the Opening
Date!

The last picture of the film is different from that which is shown in England. You do not see Lord Fisher waiting for a despatch at the Admiralty, but the sailors on the *Narberg* hoisting the German flag before the ship goes down.

It had been feared that Nationalists would create an uproar in the theatre, but it was obvious that the spectators were deeply impressed, and the quiet applause at the end indicated what they felt.

A German remarked that the only mistake was that the engineer who flooded the *Narberg* had two stripes on his sleeve instead of four.

(Continued at foot of next column.)

GRAND TATTOO

4th, 5th, & 6th October.

HONG KONG AUTOMOBILE ASSOCIATION.

The Automobile Association is organizing a

Parade of Decorated and or Illuminated Motor Vehicles

On Friday, 5th October, in connection with The Grand Tattoo.

If Sufficient Entries are forthcoming Three Prizes will be given by the Association for the Best Decorated in Each Class—

- 1.—Cars or Lorries representing the Trade.
- 2.—Private Cars.
- 3.—Motor Cycles, with or without Side-cars.

One Prize will be given for the Most Original in Each Class, and Two Prizes for the Best Decorated in Each Class.

A Registration or Entrance Fee of \$1 must accompany all Entries.

ENTRIES WILL CLOSE ON FRIDAY, THE 23rd SEPTEMBER.

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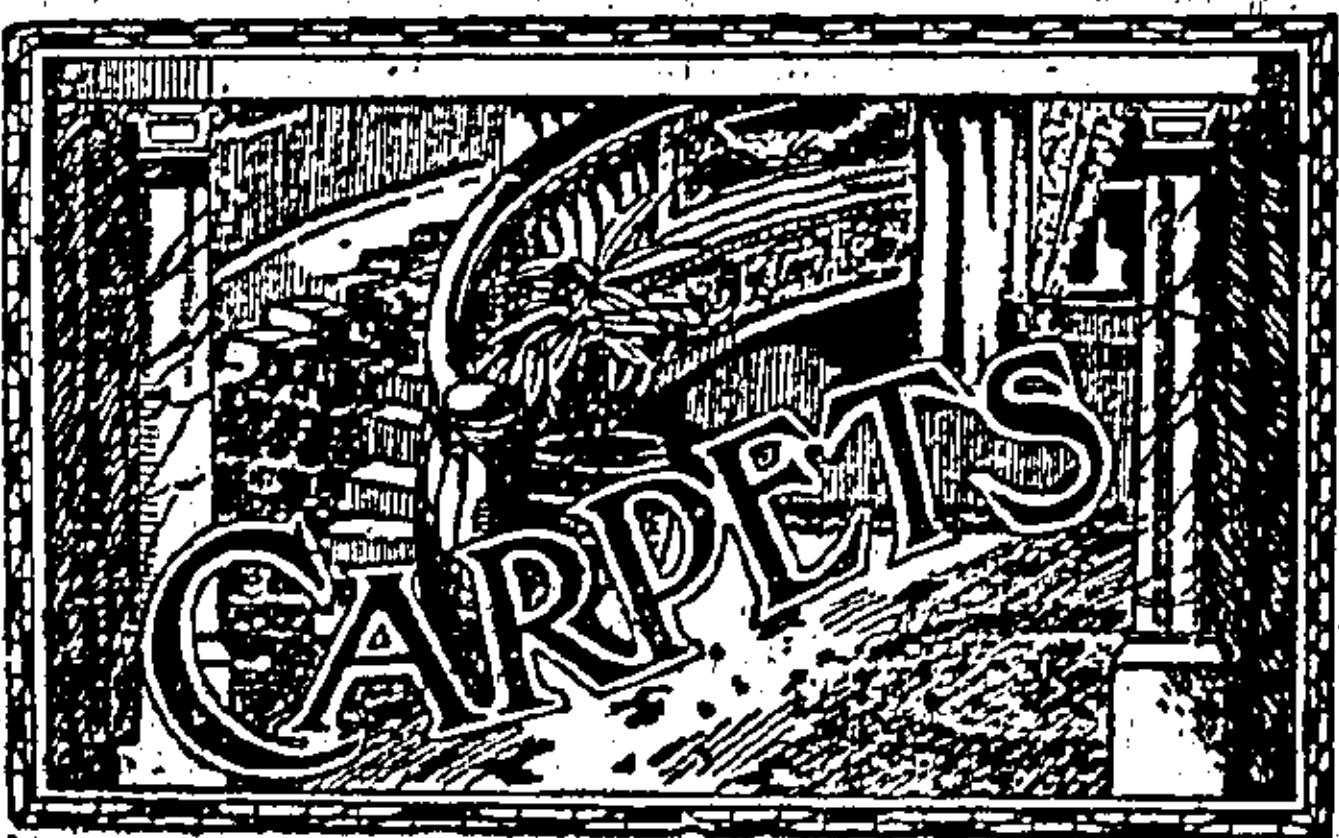
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A SUCCESSFUL APPEAL.

ALLEGED SNATCHER WHO
GOT SIX MONTHS'.

BENEFIT OF ENGAGING A
SOLICITOR.

A striking example of what a solicitor can do for a prisoner was given at the Central Magistracy yesterday afternoon when a Chinese coolie who was sentenced to six months' hard labour and twelve strokes of the birch for snatching was discharged by Major C. Willson following an appeal for a re-hearing by Mr. C. A. S. Russ, who appeared on the defendant's behalf. Incidentally it may be mentioned that Mr. Russ intervened in time to save defendant from the flogging.

In his application for a re-hearing of the charge of snatching a pair of ear-rings from a Chinese lady near the Western Market on August 26th, Mr. Russ told his Worship that when the case was first heard the defendant was not legally represented.

Mr. Russ said that he had looked through the depositions of the previous hearing and found that the only direct evidence against the defendant was given by two women. One of them was the complainant. On the day of the incident it was wet and the defendant, who admitted that he had taken a little wine with his last meal, was attempting to hurry to shelter and bumped into the two women. They got angry and so did he.

A Peculiar Case.

"It is a peculiar case," said Mr. Russ, "women are hysterical and easily excitable, and a cry of 'catch thief' is one which comes easy to the lips and which is easy to substantiate afterwards."

The defendant had a very good character and evidence would be called to support that. "It is most unlikely that a man with a good character should take to snatching; and I think there is a reasonable doubt to which the defendant is entitled."

His Worship replied that it was all very well to speak of character but there were two perfectly good witnesses. One had said that the ear-ring was torn from her, while the other was an eye witness. "Unless I have fresh evidence I don't see how you can substantiate his innocence," said his Worship.

Inspector Spear who was in charge of the case intimated to his Worship that the defendant had ample time to engage a solicitor before the previous hearing. He was arrested on August 26th and charged on the 28th, and brought before his Worship on the 29th. Furthermore he was granted a remand to call two hawkers, who, he said, would give evidence on his behalf.

All Should Engage Solicitors!

Mr. Russ replied that Inspector Spear was correct, and added, with a smile, that everyone who came to Court should engage a solicitor!

A Friend Of The Defendant.

The Pui, master of a camphor-wood box shop at No. 21, Bird Street, said that he had known the defendant for three or four years. He saw the incident in question which took place near the Stables at Morrison Street opposite the Post Office (East). It began to rain and the defendant began to run. He collided with one of the women who turned around and abused him in a most disorderly manner. She used the worst language at her command. The other women picked up a piece of wood nearby and attempted to hit the defendant. He in turn grabbed it from her and swung it back at her. The other commenced to cry for help and the defendant took to his heels.

No Mention Of Theft.

The witness would say that at no time did the defendant attempt to snatch the woman's ear-ring, in fact no mention at all was made of the alleged act of snatching her ear-ring. Witness described it as a mere squabble.

The Magistrate pointed out to the defendant that in the course of his evidence he said that he could not answer one of the questions because he could not see. Witness replied that it had begun to rain and that he covered his head with his hand.

Magistrate: "If, as you say, you are the friend of the defendant, why didn't you go to his assistance?"

Witness: "I am not a fighting man and decided that it would be best if I stayed out."

After the witness had chided the defendant witness said that he heard no more of the incident until he was called to the Court.

A Good Drawing \$50-\$60 A Month!

Hop Sing Chan, a coolie house proprietor told the Court that he knew the defendant as a good and hard working coolie. Witness supplied coolies to a number of big (Continued on next column.)

TRAFFIC IN HEROIN PILLS.

FOUR CHINESE APPEAR IN
COURT.

POLICE RAID SEQUEL.

Four Chinese were brought before Mr. R. E. Lindsell at the Central Magistracy yesterday morning on charges under the Dangerous Drugs Ordinance when Mr. Ho Shing Lo (instructed by Mr. C. A. S. Russ) appeared to defend Pun Fung and Lai Sam, whom he described as "two of the unfortunate men charged with possession of heroin."

Mr. Lindsell: Why unfortunate? Mr. Lo: Because they are in custody, your Worship.

Mr. Lindsell: Li Sam, whom you refer to as unfortunate has already pleaded guilty.

Mr. Lo: Yes, to the fact that he had in his possession a box of pills, but he had no knowledge of the contents.

Mr. Lindsell: It was put to him that he was caught in possession of a box of heroin pills and he replied that that was so and added that he got the box from someone else. He did not say that he did not know.

Mr. Lo said that his instructions were to plead not guilty.

The charges against the four men were:—
Yeung Hung Hing, (1) unlawful possession of 172,000 heroin pills, 48,000 pills in the process of manufacture and four ounces of heroin; and (2) unlawfully did keep a shop for the retail and manufacture of dangerous drugs at No. 11, Luk Fung San Road (now known as Hok Se Terrace).

Leung Ip Chit, aiding and abetting Yeung in the manufacture of heroin pills.

Pun Fung, (1) having in his medicine shop at No. 14, Matheson Street, a quantity of heroin pills; and (2) possession of drugs and machinery for the manufacture of heroin pills at No. 8, Russell Street, Wanchai.

Lai Sam, unlawful possession of a box of heroin pills.

Discoveries By The Police.

In giving an outline of the case, Mr. B. C. K. Hawkins, of the Imports and Exports Department, said that on August 27th the police made a raid on No. 11, Hok Se Terrace, and found a quantity of heroin pills ready made and others in process of manufacture. Among papers seized was a formula for the making of the pills, and a bill of lading relating to a box of pills in a go-down. Enquiries by the police showed that the box had been removed, allegedly by the second defendant.

The box of drugs was eventually found in the house in Russell Street in third defendant's cubicle as a result of information given by the fourth defendant when he was found in possession of a box of pills. Information given by this man also took the police to the medicine shop in Matheson Street where further finds were made.

The case was fixed for hearing on Thursday afternoon. In the case of Yeung and Pun, bail was fixed at \$5,000 each, and bail was disallowed to Leung Ip Chit, who is charged with aiding and abetting in the manufacture of the pills. The fourth defendant, who has all along pleaded that he was only a carrier, was allowed bail of \$50.

Chinese warehouses, and he said that the defendant drew between \$50 to \$60 a month. The pay varied with the amount of work done. Witness also remarked that there was no need for the defendant to steal and that he did not believe that the defendant had snatched a pair of ear-rings.

At the conclusion of the witness's evidence his Worship remarked that it seemed that there had been a mistake. "If the defendant had snatched the ear-rings, he would not have stayed behind to squabble with the two women."

Started By A Squabble.

Mr. Russ in his submission to his Worship remarked that there was very good evidence of character and the testimony of an eye-witness of the incident. The whole incident arose out of a street squabble, no ear-ring was found on the defendant and in fact, is still missing. The street was crowded, it began to rain, and a collision with other pedestrians was easily possible.

"All these points in favour of the defendant go to prove that there is a strong element of doubt in his favour."

Discharged.

Before discharging the defendant his Worship remarked that the way the defendant had rigorously resisted arrest was a serious point against him. At the previous hearing he was not legally represented but now a good character had been undoubtedly proved. The defendant was then allowed to go.

FATHER FROEWIS' ORDEAL.

EIGHTEEN DAYS IN FILTHY
HUT.

RELEASED ON PAYMENT OF
\$400.

NARROWLY ESCAPED
TORTURE.

The following account appeared in the *Hankow Herald* of the ordeal of Father Froewis while in the hands of Honan bandits.

Haggard and sore of body after 18 days of captivity in a tiny, filthy, windowless hut, Monsignor George Froewis, the captured German Priest, has been returned to the Catholic Mission of Sinyangchow, a small city in the interior of bandit-ridden Honan Province. The bandits, who had demanded \$50,000, 38 pistols and a huge quantity of opium, finally were forced to be content with over \$400, and this sum was granted only to save them from the worst of all Chinese penalties, the loss of "face."

The 64-year old missionary, who has spent 35 years of his life in China, underwent hardships which would have killed many a younger man not accustomed to Chinese conditions. During his captivity, with but a relief interval, he was closely guarded in his windowless hut, so dark that he could not tell the difference between day and night. The novel in which he was kept was filthy beyond description and the terrible heat of a Honan summer was at its height during his entire captivity. The Rev. Froewis received but an insufficient supply of hot water to drink, three times a day.

Vermin-Infested Hut.

For six days in succession, thrice a day, he received for nourishment a bowl of this hot water, in which slim, elongated soda biscuits fried in oil, which the Chinese call *yu* *to*, were left to soak. He was given nothing else to eat. He had no change of clothing throughout his captivity, despite the heat which kept his attire wringing wet with perspiration.

The beds on which he slept were filled with vermin, and he was continuously pestered with mosquitoes and other insects, with no effort made to keep them away.

Soldiers And Bandits: Where's The Difference In Honan?

The captors of the Monsignor are connected with the local militia, stationed at one of the market towns between this city and a small village not far away, revealing the ease with which soldiers turn to banditry and bandits turn to soldiers. On the night of the capture the aged missionary was treated to brutalities. Two days after his capture, a telegram was received from the Apostolic Delegate, the Most Rev. Celso Costantini, of Peking, notifying the Honan Catholic Mission of Mr. Froewis' elevation to the rank of Prefect Apostolic of the Sinyangchow mission, which comprises 18 haicns or districts.

The missionary was asleep at Tsinghaientien, a very small village near here, when the bandits, numbering 20, climbed over a wall and invaded the mission, dragging the elderly churchman out of his bed clad in pyjamas and shoes. The bandits were dressed in their military uniforms.

They took him along the road, and when he stumbled kicked him and struck him with the butts of their rifles. The threat was frequently made to shoot him unless the desired ransom was forthcoming.

The release of Monsignor Froewis was obtained without military assistance, as it was feared this would react against the aged captive. The missionaries at Sinyang determined to request military help only as a last resort. They feared not only for the captive, but for the lives of the many innocent people living in the villages which it would have been necessary to raid.

The Catholic Mission attributes much of the success of the rescue to Yang Kwang Yu, head of the Sinyang Chamber of Commerce. This aged man, a personal friend of the prelate, commissioned two relatives of his to go into the bandit-ridden country in search of clues regarding the whereabouts of the missionary. They worked tirelessly for 12 days, until they finally discovered the party which had done the kidnapping.

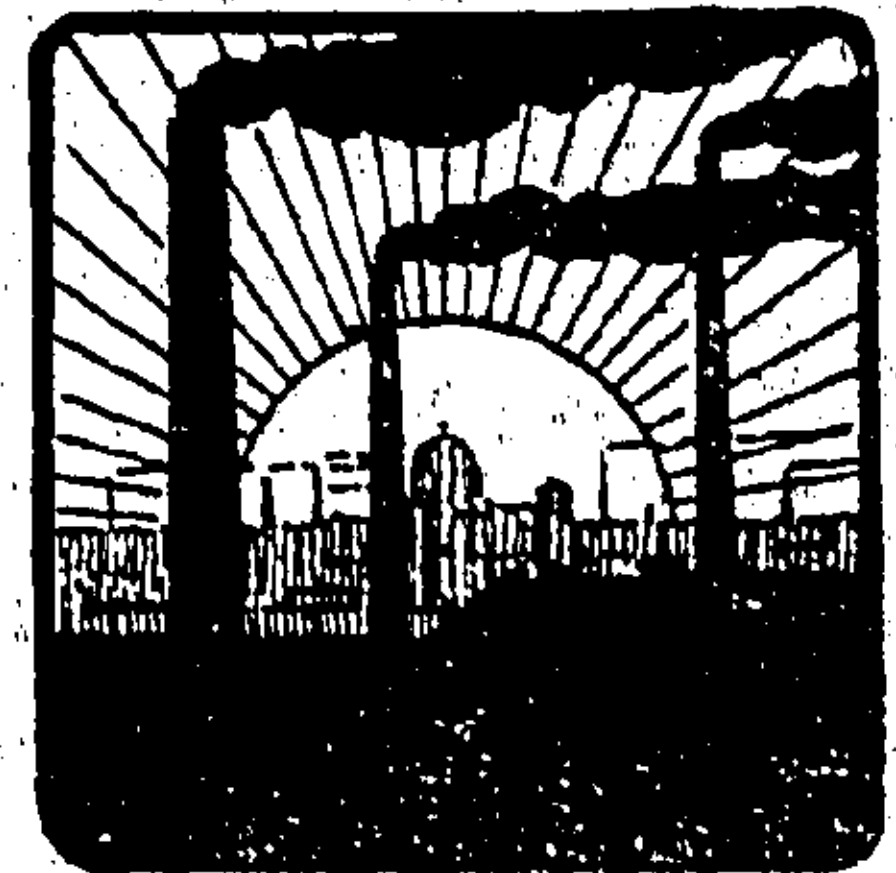
Captive Bandit As Pawn.

They were successful in capturing one of the bandits implicated. A threat to deliver him to the authorities brought him to terms. In order to retain a minimum of "face" he pleaded that at least \$1,000 should be handed to his bandit comrades as remuneration for the hospitality tendered to the old foreign gentleman during his sojourn.

After a considerable amount of bargaining, the amount of "face money" was finally reduced to \$400, and given to Yang Kwang Yu as a token of friendship. He (Continued at foot of next column.)

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A ROLLING STONE.

FROM CHINA TO PERU.

FETCHES UP AT HOUSE OF
DETENTION.

The wanderings of Victor Hurtado, a young man of partly Peruvian and partly Chinese stock, were described yesterday morning at the Central Magistracy before Major C. Willson. Hurtado, who was charged as a destitute was born in Lima, Peru, but came to Canton and was employed by Dr. Lau Chi. When the strike broke out in 1925 Dr. Lau left Canton and Hurtado obtained employment as a domestic servant with M. de Courthial, the French Consul. Mr. Courthial left and Hurtado was later employed by Mr. Nathan in his house on the Peak.

But he grew discontented with this unadventurous existence, became a mechanic at the Hong Kong Electric Company's works and then went to sea.

He served for a time on the s.s. *Radnor* and then feeling the call of the land, became a meter inspector with the Macao Electric Company.

But of this he again tired and was beguiled by traveller's tales of the riches of Shanghai. A friend named Rigardo, who lived at Hong Kong, promised help and the young adventurer left the ease and security of Macao to make his fortune.

But Rigardo had vanished into the air. At the address which he had given he was unknown.

Thus stranded and with his worldly wealth reduced to \$2, Hurtado gave himself up to the police after spending the previous night on a Kowloon wharf.

Sub-Inspector Elston asked that defendant be sent to the House of Detention and this was granted.

paid this over to the bandits. This roundabout method was taken so that the bandit could not declare that the money was paid directly by the missionaries, as the loss of "face" would have been disastrous in future cases of this sort.

The promise also was made to the missionaries that after the captive was set free, no steps should be taken by the missionaries for the arrest of the bandits. However, whatever measures the provincial authorities may eventually take to rid Honan of bandits were not involved.

The Rev. Froewis escaped many "refined" methods of torture practiced by the bandits on their Chinese captives. These include the practice of not only binding the eyes of their victims, but sealing them by placing a small coin shut with a sort of Chinese wax. Cotton is rammed into the ears and molten wax poured in.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.]

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesdays, September 4th and 11th, at 8 p.m. sharp. All members of the Chinese and Indian Companies, and of the Flying Squad who have not yet passed Part II. of Training Course must attend.

Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, September 6th, at 5.30 p.m. sharp, for Squad Drill under Sergt. Condon. Dress: Multi.

Chinese Company.

Strength:—Constable R32 Sim Ping Cheung is permitted to resign on leaving the Colony and upon completing one full year's service with effect from August 30th.

All advanced men of the Chinese Company will attend at the Central Police Station on Thursday, Sept. 6th, at 5.30 p.m. sharp, for Rifle Exercises, Extended Order and Baton Drill under Sergt. Condon. Dress: Multi, rifle, belt, side-arms, and truncheon to be carried.

All ranks of the Chinese Company will parade at Central Police Station on Thursday, September 13th, for the monthly inspection of arms, equipment, etc., by the Company Commander. Fuller particulars will be announced in next week's orders; in the meantime every member is requested to keep the date open.

Flying Squad.

Training Course Part II.—Constable R330 James Kotwall has passed his examination in Part II. of Training Course (Knowledge of Police Duties and Regulations).

Strength:—The following recruits have been taken on the strength of the Flying Squad as from August 29th:—Constable R338 So Manson, R340 Chung Sui Yuen, and R341 Adolphe Philippens.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, September 4th, Fall in at the Tamshatui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, September 6th, and all members are requested to attend. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Voluntary Service.

All Police Reservists are notified that in the event of a casual disturbance or emergency (such as the recent fire on board the s.s. *Sui Tai*) where the regular Police may need immediate assistance, any voluntary offer of service on the part of individual Police Reservists will be readily accepted. In such cases, the Reservist will at once display his armband and badge and report to the Senior Police Officer present.

(Sgd.) W. KERR, A.S.P. Adjutant.

Hong Kong, September 4th, 1928.

PITY CANTON'S LANDLORDS!

ANOTHER MONTH'S RENT WANTED.

DISSATISFACTION AT GOVERNMENT DEMANDS.

(FROM OUR CHINESE CORRESPONDENT.)

Canton, Sept. 4th.

All landlords of shops and houses in Canton must advance another full month's rental to the Government, by paying the third issue of public bonds. This order has been promulgated by the Provincial Administration but the Government will not insist on any property owner buying its bonds whose monthly rental income is below \$5. The Police Commissioner has been instructed to carry out this order and collect the money for the Government according to the record books of house and store rentals kept at each Police Station. All this is to be done within this month. The rental to be taken will be that for the month of September and the Police after collecting the money will give the equivalent bonds to the tenant who will in turn give them to the landlord in place of the rent. It is estimated that some six million dollars will be raised by this scheme.

The Government will pay back the money thus borrowed, although no definite date has been named for such payment. It will be remembered that the Government has borrowed a month's rental from Canton property owners on several occasions in the past. The first and second issues of public bonds, which the property owners were forced to buy in the same way, have not been paid back yet. No one knows when they will be paid. Very often the small property owners who depend largely on such rental for subsistence cannot wait and have to sell the bonds to money changers at a great discount. They are therefore of the opinion that such levies are a heavy burden on them, yet they have no choice but to comply.

GOVERNMENT AN EXPENSIVE LUXURY!

In conversation with some store owners our correspondent heard many complaints of the cost of the upkeep and maintenance of the Government. Each store or house has to pay no less than 15 per cent. of its rental to the Police. If the building was rented to some one, then this sum would be divided in two, the landlord paying one half, and the tenant the other half. Then in addition to this they have to pay land taxes, special taxes, and money for the support of the fire brigade, etc. Every year, on the average, they have to donate about two or three months' rent to the Government for military and other purposes. "Only two months or so ago the Police forced the landlords to give a half month's rental to buy firearms," one man said to our correspondent. "A great number of guns were lost during the Communist uprising in December last and these had to be replaced. 'So you see it is not an enticing proposition to own property in Canton.'"

CANTON'S TELEPHONE GIRLS.

TO REPLACE "LAZY, CARELESS AND NEGLIGENT" MALES.

It is learned that the authorities of the Telephone Administration of Canton have decided to replace all the male employees in attendance on the exchange switchboards by members of the female sex in the expectation that the change will result in considerable improvement of the service. This change is to come in on September 1st and subscribers to the service are doubtless keenly awaiting the arrival of that date so that they can test the efficiency of the new order of things.

Much dissatisfaction has been expressed by the public at the shortcomings of the telephone service in the past and there is no gainsaying that the complaints were justified. The female operators will, it is believed, be more attentive and more painstaking in their work, and one can well imagine that the soft voice of the operator will contribute materially to preventing the 'phone user's temper from soaring to mercurial heights when an urgently desired or important call cannot be put through.

There are at present about one hundred operators already on the payroll. From among these the lazy, careless and negligent will be dismissed leaving a force that will give little cause for complaint.

CANTON'S FOREIGN MINISTER.

ARRIVES BY THE "EMPRESS OF ASIA."

LI TSAI HSIN TO LEAVE SHANGHAI IN A WEEK?

Dr. Chu Chao Hsin, the Commissioner for Foreign Affairs at Canton and a Vice-Minister of Foreign Affairs to the Nationalist Government, arrived here yesterday morning from Shanghai by the *Empress of Asia*. Dr. Chu's two secretaries, Marshal Li Tsai Hsin's young son and his sister also travelled by the same boat.

General Pan Man Chi, Commanding Officer of the Bocca Tigris Forts, met the party which later in the day returned to Canton.

Dr. Chu said to local press representatives that he understood that Marshal Li Tsai Hsin would leave Shanghai in about a week. He has been delayed by the necessity for further conversations with Chiang Kai Shek.

Dr. Chu himself hopes to devote his main attention to Canton affairs though occasional trips to Nanking may be necessary.

MASTER AND MISS LI LEAVE FOR CANTON.

Marshal Li Tsai Hsin's son and sister were among the passengers who left for Canton last night on the Steamboat Company's vessel *Lungshan*. The reservations were booked by Dr. Chao Hsin Chu.

FINAL INTERVIEW AT SHANGHAI.

ONLY TWO MONTHS IN CANTON.

(FROM OUR CHINESE CORRESPONDENT.)

Canton, Sept. 4th.

Dr. Chao Hsin Chu just as he left Shanghai, gave an interview to the Shanghai correspondent of a local paper. The interview appeared in the Canton vernacular press this morning and a free translation of it follows:

"Will you come back to Shanghai again? If so, when?" the interviewer asked.

"The duration of my present trip to Canton," Vice Minister Chu replied, "will be limited to two months. You see, the Ministry of Foreign Affairs of the Nationalist Government will hold, on November 1st, diplomatic and consular service examinations to applicants desiring to hold such positions. All the diplomats and consuls to foreign lands will be selected on a competitive basis, special emphasis being placed on efficiency, ability and cleanliness. These examinations will take place simultaneously in Canton, Hankow, Shanghai, Peking and Nanking. I am going to be in charge of these examinations in Canton, and shall make the first selection. I shall then take the examination books to Nanking and conduct with my colleagues there oral and the second written examinations at the capital."

THE JAPAN POST.

"When will you go to Japan and assume your Tokyo post?" the interviewer asked.

"I shall go when the Nationalist Government has given me my certificate of appointment. Upon receipt of this I shall quickly settle up all the accounts and everything outstanding in connection with my Canton posts. I shall then proceed to my new Tokyo post after all these matters have been finished."

"When do you think your certificate of appointment will be issued?" asked the interviewer.

"That will rest with the Nationalist Government," Dr. Chu replied, "which alone has the power. But as I am serving my Party and country in diplomatic circles, I shall always be happy to be of service, whether in China or in some foreign land."

"Since you arrived in Shanghai have you been to any one of the numerous receptions that were offered?" the interviewer concluded.

"No," the Vice-Minister replied. The Shanghai Chamber of Commerce recently sent a representative to Nanking to see me with regard to a reception to be given in my honour when I got to Shanghai on my way back to Canton. The Canton Club in Shanghai wanted to do something similar. But I refused because, after ten years abroad, I felt that such popular receptions, however, enthusiastic they may be, do not contribute much to the practical side of things. If it were an invitation to dinner from some old friends of mine who wanted to have been with me, it would have been a different matter. I should be happier if the people would all take a sympathetic attitude to my work but give no receptions in my honour."

ROUND THE POLICE COURTS.

AMERICAN SEAMEN IN TROUBLE.

AT THE KOWLOON MAGISTRACY.

At the Kowloon Magistracy yesterday morning Mr. W. Schofield granted an application for the confiscation of 400 rounds of ammunition and four "38" long revolvers which were discovered on the s.s. *Sunkiang*. The discovery was made by Mr. G. A. Evans Chief Officer, the revolvers in a half empty kerosene tin and the ammunition in another place.

KOWLOON HOTEL v. TWO AMERICANS.

The bail of \$25 deposited by two American seamen of the *President Taft* was returned as they did not appear in court. Mr. R. J. White, manager of the Kowloon Hotel who appeared as complainant said that the Americans tried to force an entrance into the hotel while in an intoxicated state and were alleged to have assaulted him.

ARMED ROBBERY.

The three Chinese girls and the man arrested in connection with the robbery of a Chinese woman fortune teller at Castle Peak some time ago were remanded until 2.15 p.m. on Friday. Wednesday the 19th September has also been fixed for a further hearing.

CENTRAL POLICE COURT.

AN APOLOGY IN COURT.

N. H. Tai, owner driver of car No. 363, which collided with that of Dr. Alexander Cannon in Queen's Road East on the 21st August, was fined \$50 by Major C. Willson yesterday morning for dangerous driving.

Mr. Hin-shing Lo, for the defence, pleaded "guilty" and explained that the road was slippery at the time on account of a heavy shower of rain.

As he approached Dr. Cannon's car which was going in the opposite direction, a pedestrian suddenly appeared from under a verandah. The defendant swerved to the right to avoid the pedestrian, and collided with Dr. Cannon's car which was badly damaged.

Dr. Cannon was injured in the head and Mr. Cannon who was with him had an unpleasant experience. The defendant was very sorry for the accident and had asked Counsel openly to apologise in Court to Dr. and Mrs. Cannon for the unfortunate accident, for which no blame was attached to the doctor.

Inspector Alexander said that the police had evidence that there was no pedestrian on the road at the time of the accident.

Defendant had been driving a car since April, 1928, and up to the present had a clear record.

VERY GOOD AT SUMS.

The traffic sergeant had some difficulty in working out the sums which arose in connection with the summons against Lam Chun Wah for speeding on a motor cycle on the 22nd of August.

It was alleged that defendant was travelling at 28 miles an hour when he was followed by Sergeant Baker between the Naval Yard and the Grand Theatre.

Defendant: What is the distance between those two points?

Witness: One mile.

Defendant: How many minutes do you say it took me to cover the distance?

Witness: Three minutes.

Defendant: At three minutes per mile, how many miles was I covering in one hour?

Witness: Pondered over the problem until Inspector Alexander came to the rescue and remarked: "It is one of those questions involving figures which require a paper and pencil to work out. Witness cannot give a statement right away in the box."

The Court found the result of the problem to be 20 miles an hour.

Defendant (promptly): In that case, I could not be travelling at 28 miles an hour. The Sergeant's statement as regards my speed is consequently wrong.

Inspector Alexander said defendant had a previous conviction for speeding.

His Worship found defendant guilty of speeding, and he imposed a fine of \$20.

THE SANITARY BOARD.

THE SCENTS OF WANCHAI.

NOT DANGEROUS TO HEALTH!

QUESTIONS RE RINDERPEST.

At the meeting of the Sanitary Board yesterday Mr. J. P. Braga asked seven questions regarding the varied odours of the Causeway Bay district and their effect upon the health of the residents. The answers given were to the effect that although such smells might not be pleasant they did not in themselves cause disease, and that the clams gathered at low water on the polluted mud of the foreshore were not more dangerous than raw oysters from polluted sources and probably quite good *chow* when cooked.

Mr. Braga's questions and the answers received were as follows:

i. Are periodical inspections made by any officer of the Sanitary Department of the condition of Causeway Bay typhoon shelter at low tide?

ii. If such inspections have been carried out, will the President report to the Board the results thereof?

The answer to the first question is in the negative and the second question does not therefore arise.

iii. Is the President aware that at certain stages of the tide the offensive emanations from the silted condition of the shelter are a source of considerable annoyance to residents in the vicinity of Causeway Bay?

No complaints have been received by this Department.

iv. Will the Medical Officer of Health state whether the accumulation of noxious silt within the shelter constitutes any present or potential danger to the health of the residents referred to in iii?

Medical opinion does not consider that offensive smells, as such, can cause disease. Such smells, however, are an indication of atmospheric pollution with gases which in a concentrated form are dangerous to health. It is improbable that the amount of such gases in the atmosphere in the area in question is such as to cause a danger to health. It is, however, undesirable.

Oiams.

v. Has it been brought to the notice of the Medical Officer of Health that, at low tide, a number of women and children dig for clams in the polluted ground, and will the President state what is the destination of these edible dug up from ground obviously contaminated with sewage discharge?

The Medical Officer of Health has seen the practice take place here and elsewhere on the foreshores of the Colony. The practice is not illegal. It is believed that these shell-fish are consumed chiefly by those who catch them or are used as bait by fishermen.

vi. If the clams are sold in the markets or otherwise find their way for human consumption, is the health of those partaking of this food in any way endangered?

No evidence can be obtained that these shell-fish are exposed for sale in the public markets of the Colony. It is improbable that there is any danger in the eating of them if they are thoroughly cooked. If on the other hand they are eaten raw they will no doubt be as dangerous as raw oysters from a polluted source, which, as is well known, have been the source of many epidemics of enteric fever.

No Dredging To Be Done.

vii. Has the Government any intention of dredging Causeway Bay; if not, why not?

This question has been referred to the Public Works Department and the Director reports as follows:

The silting up at the nullish outlets in Causeway Bay typhoon shelter with what is principally sand, will as usual be cleared as soon as the Government Grab Dredger is available for this work. It is not considered, however, that the existing shallow depths prejudicial to the usefulness of the shelter for small craft during typhoon weather. Provision for additional dredging plant has been made in the Estimates for 1928 and arrangements for obtaining it are in hand.

RINDERPEST.

NO CASES REPORTED DURING AUGUST.

The three questions asked by Mr. Braga about Rinderpest cattle disease were answered as follows:

(a) No cases of Rinderpest in Hong Kong or New Territories were reported during the month of August. As the Public Health & (Continued on next Column).

BRITISH SOLDIER DROWNED AT SHANGHAI.

FALL INTO THE WHANGPOO.

COMRADES' ATTEMPTS AT RESCUE.

SHANGHAI, September 1st.

An inquest was held over the body of Private William George Gilbert, 2nd Bn. Welch Regiment, at the Public Mortuary yesterday morning before Mr. I. T. Morris, Coroner, and a verdict passed of "accidental death from drowning." Corporal Harold Cole, 2nd Bn. Welch Regiment, who identified the body as that of the guard on the *str. Taming* stationed at the Old Ningpo Wharf where the accident occurred. Between 12.30 and 1.30 p.m. witness said he heard a scream and went to the gangway. Going to the quay side he saw Private Lynch and Private Bird struggling in the water. Witness went back to find a rope which, however, he was unable to do, but he threw a life buoy from the steamer into the water. Witness then learned that deceased was in the water and he removed his boots and jumped in, swimming the length of the dock several times without discovering the body. Lieutenant Hinch then ordered witness out of the water. At 4.45 p.m. the men dragging the dock brought the body to the surface, and after an unsuccessful attempt at artificial respiration, a medical officer from the ship pronounced life extinct.

Struggle In The Water.

In H.M. Supreme Court where the hearing was continued, Private Archibald Bird said that he saw deceased pass across a wooden beam about a foot wide between the pontoon and the wharf. Half way across deceased must have stumbled as he fell into the water. He seemed to struggle with his arms above the water. He had been two yards off when witness after plunging in had come to the surface, and he had gone under again as witness was getting to him. Witness had shouted to Private Lynch on the No. 1 Gangway who also jumped into the water and between them they had managed to get hold of Gilbert to push him towards the wharf chair. About a yard away deceased had turned round and grasped Private Lynch round the waist, both then going under water. Private Lynch came up alone. There had been a strong current in the water.

Reginald Lynch, private in the 2nd Bn. Welch Regiment, said that while he was trying to loosen the hold of deceased after he had clutched him he felt deceased's hand suddenly slip away. He had not seen him again.

The Coroner said at the conclusion of evidence, "I find that William George Gilbert, private of the 2nd Bn. Welch Regiment, was accidentally drowned on August 30th, about 1 p.m. in the Whangpoo. I am satisfied that every effort was made by his comrades to save him."

—North-China Daily News.

Buildings Ordinance does not apply to the New Territories; we would not usually hear of cases there except through the District Officer.

(b) The bylaws dealing with the importation and landing of animals and mitigation and prevention of disease among animals are strictly enforced.

Incidentally the flow of trade in livestock is from Hong Kong to Macao.

(c) The Sanitary Department does not undertake the treatment of animals and it does not therefore keep a stock of anti-rinderpest serum for inoculation purposes. Rinderpest is always present in the neighbourhood of the Colony to a greater or less degree and reliance is placed on the strict enforcement of the bylaws to prevent its introduction into the Colony and for dealing with an outbreak should it occur.

It is incumbent on each cattle owner individually to take all precautions to protect his stock. This is done by the larger dairy owners by immunising their young stock and by reinforcing the immunity annually. It is inadvisable, however, to attempt to confer "active" immunity on adult animals as the inoculation of full grown cattle may produce the disease in a fatal form. "Passive" immunity can be conferred on such cattle by inoculation with this will last for some 14 days only.

The serum is easily obtained from Shanghai, Manila, India, China or India but loses its potency in less than 12 months even if kept in a frozen state.

THOSE PRESENT.

The Hon. Mr. R. A. C. North (Secretary for Chinese Affairs) and the Hon. Mr. H. T. O'Grady (Director of Public Works) were present at the meeting, besides the following gentlemen:—Mr. W. J. Carriock (Chairman), Lt. Col. J. O. Bostock, C.B.E., Dr. W. V. M. Koch, Dr. C. W. Pope (Medical Officer of Health), Dr. S. W. Tso, Mr. Wong Kwong Tin and Mr. J. Watson (Secretary).

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NEW ADVERTISEMENTS.

KOWLOON FOOTBALL CLUB.

A DANCE will be held on the TENNIS COURT on FRIDAY, SEPTEMBER 7th, commencing at 9 p.m.
Tickets: \$1.50. Ladies by Courtesy.
An Orchestra will be in attendance. [6684]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th Day of SEPTEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok Tsi, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	1130	Between Nathan Road and Prince Edward Road	114 ft. by 114 ft.	13,096	114	\$2,194
			As per sale plan			

[6680]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th Day of SEPTEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshui in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	1135	Between New Kowloon Inland Lot No. 430 and 474, in Chow Street	114 ft. by 114 ft.	13,096	114	\$2,194
			As per sale plan			

[6681]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th Day of SEPTEMBER, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Mong Kok Tsi, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price
1	1137	Between Nathan Road and Prince Edward Road	114 ft. by 114 ft.	13,096	114	\$2,194
			As per sale plan			

[6682]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 6th and on MONDAY, 8th OCTOBER, 1928 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club, and CAUSEWAY BAY STABLES.
Entries will close at 12 O'CLOCK NOON on SATURDAY, 22nd SEPTEMBER, 1928. [6683]

ST. STEPHEN'S COLLEGE.

SCHOOL RE-OPENS SEPTEMBER 10th. Examination for New Students, SATURDAY, SEPTEMBER 8th at 9 A.M. For Prospectus, for Boarders and Day Boys apply to ST. STEPHEN'S COLLEGE, PATERSON PLACE. [6647]

INTIMATIONS.

NOTICE.

ON and After SEPTEMBER 2nd, 1928, the Office of THE AMERICAN EXPRESS CO., INC., will be located at No. 4, DES VŒUX ROAD CENTRAL.
THE AMERICAN EXPRESS CO., INC.
E. W. DUGGAN, Manager. [6571]

NOTICE.

WE have THIS DAY MOVED Our Office to KAYAMALLY BUILDING, No. 22, QUEEN'S ROAD CENTRAL.
HAZELAND & GONELLA. [6668]

HONG KONG AMATEUR FOOTBALL LEAGUE.

MIDWEEK MINOR LEAGUE.

CLUBS in Membership are advised that in place of the JUNIOR "B" DIVISION of the LEAGUE to be played on WEDNESDAYS, the Rules for this League will be the same as for the others with the exception that No Player who plays in Saturday Games will be eligible to play in this Division. Entrance Fee \$20 to accompany the Application. Entries will close on the 12th.

W. E. HOLLANDS, Hon. Secretary. [6677]

HEMELING'S ENGLISH-CHINESE DICTIONARY.

THE Copyright of this DICTIONARY, having recently been acquired by the Customs Service, it has now been found possible to effect a REDUCTION in the SELLING PRICE From \$25 To \$18 Per Copy. This Reduced Rate will apply from 1st SEPTEMBER, 1928.

Apply to—CUSTOMS STATISTICAL DEPT., SHANGHAI. [6658]

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By PUBLIC AUCTION,

ON TUESDAY, WEDNESDAY AND THURSDAY, the 11th, 12th and 13th SEPTEMBER, 1928,

AT H.M. NAVAL YARD, HONG KONG,

AND AT KOWLOON NAVAL DEPOT,

COMMENCING EACH DAY AT 9.30 A.M., WITH AN INTERVAL FROM 12 NOON TO 1.30 P.M.

OLD AND SURPLUS NAVAL STORES,

Comprising:—Steel Girders, Iron Reel, David, Vacuum Cleaners, Harmonium, Air Purifying Plant, Sewing Machine, Outter, Sump, Whaler, Oars, Gigs, Punching and Shearing Machine, Old Lead Battery Plates, Electrical and Wire Telegraph Fittings, Glycerine, Old Electric Cable, Bakery Oven, Iron Mattresses, Water Closets and Pans, Hydraulic Jacks, Table Covers, Carpets, Bags, Mats, Tables, Chairs, Drums, Old Steel Files, Maltling, Fold-up Lavatories, Camp Beds, Curtains, Overcoats, Unglazed Tiles, Leather and Metallic Hoses, Metallic Voice Piping, Old Canvas Tubing, Old Cordage, Old Coir Mats, Canvas Bags, Old India Rubber, Old Leather and Lining, Tanned Hides, Old Woollen Bags, Old Hessian, Old Cork, Cocoa Nut, Hatting, Asbestos Packing, Old Fenders, Old Iron Drums, New Canvas Outtings, Old Felt, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, Metals of Sorts, Brass and Gun Metal Boring, Zinc Bottoms and Zinc Ashes, Brass Tubes, Iron Blocks, Lamps, Lanterns, Goggles, Old Steel Plates, Old Steel Shovels, Old Glass, Old Steel Wire Rope and Cuttings, Dirty Mineral Oil and Oil Fuel, Chain Cable and Gear, Anchors, Pigeons, Compasses, Watches, Navy, Brass, Binoculars, Clocks, Air Pipes and Brass Pipes, Old Bunting, Firewood, Balis, Vices, Hammers, Old Steel Tools, Circulating Pump, Motors of Sorts, Ebonite Old, Drills and Tools of Sorts, Fans, Lathes, Lamp Ends, Gymnastic Gear, Lockers, Saws, Circulars, Indicators, Cordage Machine, Bolters, Wood Working Machine, Captain Engine and Gear, Powder Bleaching Cloth of Drapers, Douglas Engine, Binsale, Steel Wire Brushes, Tent, Waterproof Sheets, Drilling Machines, Trawl Winch and Spars, Etc., Etc.

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Hong Kong, 28th August, 1928. [6683]

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INSURANCE AGENCY.—A First-class British Office require AGENTS for the Transference of Fire Insurance for Hong Kong and Vicinity. Only Firms with established connections will be considered. Answers should be sent to Box No. 6579, c/o Hong Kong Daily Press. [6579]

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The Daily Press.

HONG KONG, SEPTEMBER 6th, 1928.

THE BALDWIN CABINET.

GENERAL regret has been felt not only in the British Empire but throughout the world of diplomacy at the grave illness that has overtaken Sir AUGUSTEN CHAMBERLAIN.

The account of his departure from London gave the picture of a very sick man, but every hope is expressed that the projected voyage of some months' duration will see Sir AUGUSTEN restored to full vigour.

It has, however, to be remembered that the Foreign Secretary is now sixty-five and may prefer one of the historic cabinet posts, carrying no administrative duties, which are usually assigned to veteran statesmen whose experience is still of great value to their colleagues.

LORD CUSHENDEN, the RONALD McNEILL of other days, who in his Parliamentary youth, once so far forgot himself as to fling a book at Mr. CHEVRELL's head is now acting Foreign Minister. It is a remarkable tribute to the amiability and the physical virility of members of Mr. BALDWIN's Cabinet, constructed over four years ago, that there have been so few changes.

Viscount CRAWFORD, who is still generally thought of as Lord ROBERT CURZON, always an uneasy colleague, resigned because he could not agree with the Government's policy on the armaments question and death has removed two of the older ministers, Lord CURZON and Earl CAVE, the Lord Chancellor.

INTIMATIONS.

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"DULCIPEL"

Keeps the skin fresh, cool and fragrant

Counteracts the effects of perspiration

Exercises a tonic effect on the skin

Prevents and cures "Hong Kong Foot"

A. S. WATSON & CO., LTD.

THE HONG KONG DISPENSARY.

PHONE C. 16.

Mr. W. C. BRIDGEMAN, the First Lord of the Admiralty, has now announced his intention of retiring.

Mr. BRIDGEMAN achieved uniform success at the Ministry of Mines, as Home Secretary and in his present office. A great personal friend of the Prime Minister, he has probably had more power in the Cabinet than personal prominence in the country. With failing health he has decided not to face the ordeal of next year's general election.

It is unfortunate for the Conservative Party that two of its most able and vigorous men, Lord BIRKENHEAD and Lord HAILSHAM, should be relegated to the Parliamentary obscurity of the House of Lords. Lord HAILSHAM, the Sir DOUGLAS HOGG of a few months ago, was persuaded to accept the post of Lord Chancellor, rather against his own wish, and this "promotion" certainly weakened the debating power of a Cabinet which with one or two exceptions has "speakers" rather than orators at its command. Sir DOUGLAS HOGG was widely mentioned as a future Prime Minister and if he had remained in the Commons an offer of one of the big departments of state would no doubt have been made in due course.

Lord BIRKENHEAD, who has long ago lived down the indiscretions of Mr. F. E. SMITH, and has a fine administrative record at the India Office to his credit, obviously chafes at the "dim religious light" of the Upper House where his debating power is expended. It must be poor sport replying to the small Liberal contingent and the tiny Labour picket, now reduced to insignificance by the passing of

Lord HAILSHAM. Obviously the House of Commons is the proper sphere for so robust a personality.

There are a number of good reputations in the House among the Under Secretaries and if a Cabinet reconstruction should prove necessary in the event of the Conservative party being returned to office next year the Prime Minister will have no difficulty in finding able colleagues. That he is anxious to give the younger men a chance is shown by the recent appointment of Sir BOYD MERRIMAN to the responsible office of Solicitor-General.

The Kowloon Football Club is holding a dance on the tennis court on Friday. Tickets: \$1.50. Ladies by courtesy.

Passengers for Hong Kong arriving yesterday by the *Empress of Asia* included the Rev. H. C. and Mrs. Marshall, Mr. D. M. Goodall and Dr. R. E. and Mrs. Tottenham.

The V.R.C. are holding their second night fete of the season on Saturday next, commencing at 9 p.m. There will be swimming, water polo, a team race, a band and dancing.

A spare wheel and tyre was stolen from car No. 121 while it was parked in Pedder Street. Mr. A. F. Paul, of the Hong Kong Electric Company, made the report.

A young Russian named Isaak Abramovitch Ekman was yesterday before Major Willson at the Central Magistracy on a destitution charge. He was remanded until this morning.

A fine of \$200 with the alternative of three months' hard labour was imposed on a Chinese by Mr. Schofield at the Kowloon Magistracy yesterday for boiling opium at Kowloon City.

Singapore papers announce the death in Edinburgh of Engineer-Commander Walter Neil Masterman, R.D., R.N.R., who before his retirement was Deputy Surveyor-General of Ships in the Straits Settlements.

Mr. A. L. Barton of the Hong Kong Treasury staff, who went up to Shanghai in connection with the extradition proceedings against Carvalho Yeo, who is wanted by both the Hong Kong and Canton Government, returned yesterday by the *Empress of Asia*.

Mr. Parsram, manager of the Watamal Bungalow Sikk Store, No. 60, On Tai Street, has reported to the Police that on Monday night a packet containing 36 diamonds of a total value of \$300 was stolen from the pocket of a coat which he had left hanging on a peg in his office.

Five deaths from enteric and six fresh cases (three imported) were notified last week. There were also two cases of small-pox (one fatal), one fatality from cerebro-spinal fever and one from puerperal fever and eleven from influenza. On Monday three more cases of enteric were reported.

The Post Master-General observes that coin is from time to time placed in letters delivered to the post. By so doing the sender not only runs gratuitous risk of loss, but runs the risk of prosecution for contravention of Postal Regulations. He specially warns the public against enclosing coin in letters, a practice which may involve them in court-proceedings.

The following forthcoming weddings are announced: The Rev. J. E. Riggs, Trinity College, Fochow, to Miss A. Duerden, No. 2, Chorlton Street, Blackburn, Lancashire, en route to Hong Kong by the s.s. *Macedonia*; Dr. E. A. J. Dornmann, Sun Yat Sen University, Canton, to Miss E. Kirchberger, of Munchen, Germany, travelling to Hong Kong on board the s.s. *Leverkuhn*.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—

The typhoon is about 200 miles N.E. of Aparri, moving N.W. It may now affect the S.E. coast of China.

Local Forecast:—W. or variable winds, moderate, fine.

THE TYPHOON.
A message from Manila received here yesterday at 4.15 p.m., says that the typhoon is in about 12 deg. long. E. and 21 deg. lat. N., moving N.W.

DAIRY REGISTRATION GRANTED.

DIFFERENCE OF OPINION AT SANITARY BOARD.

The application for the registration of No. 53, Percival Street, as a dairy which came up at a previous meeting of the Sanitary Board, was again discussed yesterday. The applicant had been granted a further period to clean his premises and the Chairman, Mr. W. J. Carrie, said that although the report of the inspector was that the premises were now only fairly satisfactory, he proposed that as it was advisable that any shop which sold milk should be regularly inspected, the Board should grant the application.

Dr. W. V. M. Koch asked if the Chairman was quite satisfied with the condition of the premises, and Mr. Carrie said the Medical Officer of Health was not quite satisfied. The M.O.H. then said emphatically that he was not satisfied.

Dr. Koch asked if it would be possible to withdraw the license should the Board think it advisable to do so, and the Chairman answered that it was granted for one year but could be withdrawn for breach of the dairy by-laws. Dr. Koch intimated that he was against granting the license.

Dr. S. W. Tso pointed out that by granting a license the Board would have the right of regular weekly inspection and could enforce a certain standard of cleanliness, also that milk was sold in a great many shops which had no licence and over which consequently they had little control.

A show of hands was taken, 5 voted in favour of granting the application and 4 against, 11 members being present. The application was consequently granted.

MOTOR-CAR DISPUTE.

PLAINTIFFS EVIDENCE NOT BELIEVED.

A case brought in the Summary Court by Mr. Wong Man Tat against Mr. Lo Yin, of the compressor department of Messrs. Gilman & Co., Ltd., in which plaintiff claims \$1,000 for alleged conversion by the defendant of a motor car to his own use, was continued yesterday.

Plaintiff was represented by Mr. F. X. d'Almada and the defendant by Mr. C. A. S. Russ.

Plaintiff stated in evidence that he had paid \$300 for the car, the balance to be paid in instalments on the hire purchase system. Defendant said that only \$300 had been paid, as the plaintiff was expecting to get a loan of \$500 from an Indian money lender and failing to get the money he approached defendant to join him in the purchase of the car.

Judgment was given for the defendant with costs on the claim and a counter claim for \$500 was withdrawn.

The Judge said that he was not satisfied with plaintiff's evidence and considered him an unreliable witness.

The case was dismissed without calling upon defendant's solicitor.

CLAN FIGHTS PROHIBITED.

TASK FOR MAGISTRATES.

The Rehabilitation Headquarters for the Southern Region of Kwangtung have circularised all magistrates and mayors in that region enjoining the observance of strict measures to subdue clan fights.

On the principle that prevention is better than cure, the instructions state that it would be better for all concerned if proper precautions were to be taken to prevent such fights from breaking out. Magistrates will be held responsible for any outbreak of fighting in their districts caused by inattention or dilatoriness in attending to the affairs of their districts. They are told to issue strict warnings to village gentry and elders to exercise restraint over their fellow villagers and to settle all incipient quarrels. Should bad characters and village rowdies be discovered investigating quarrels and fights, they should be at once arrested and punished as a warning to others.

It is pointed out that clan fights frequently have their rise from very trifling causes, and in the heat of the moment, whole villages become involved. The bitter quarrels thus formed often last for months and many lives and destruction of valuable property. Often river embankments are deliberately broken to cause the inundation of an enemy village.

The regulations drawn up by the Rehabilitation Headquarters provide for the severe punishment of those who are amenable to discipline. Canton Gazette.

"STOP THAT MAN."

WELL CHOSEN "MENU" AT THE QUEEN'S.

LUDWIG VON BEETHOVEN.

[BY OUR FILM CRITIC.]

There is something to suit nearly every taste at the Queen's to-day. The bill of fare runs:—*Pathe*, "Flashing Oars," a short college picture; "Ludwig Von Beethoven," 3rd of the Music Master's series; and "Stop That Man," a jolly love comedy. Each item is good of its sort though none of them can justly be hailed as superlatively so.

The *Pathe*, among other things, shows pictures of elderly Welsh people solemnly playing at being Druids, and some excellent pictures of Cowes Week, including clear photographs of the King on board his own yacht.

"Flashing Oars."

"Flashing Oars" reminds one of Ouida's famous *gaffe*. "All rowed fast but our hero faster than any." It is the story of an inter-college rowing race which the freshman hero wins for his side. The young gentlemen who grace the studios of Hollywood, and make love so charmingly, would not, one judges, be welcomed with open arms as members of either of the *Varsity* rowing eights, if they could not show better form than they do in this picture. Still, after all, they are actors, not rowing men, and just as table manners vary in different countries so may style with the oars, and it is really only a minor point in a quite well worked out and exciting picture. Unfortunately the name of "Benson" the hero is not printed on the programme, and among a host of directors, photographers and assistants of all sorts flicked on the screen before the picture, I have forgotten it. He is at all events a very handsome and likeable young man of whom we may expect to see more.

Beethoven.

"Ludwig von Beethoven" is a great deal better than "Mendelssohn," while little attempt has been made to give the life of the composer, the film does not offend by being out of character. The theme is Beethoven's deafness and the sorrow that it caused him. We see him in the act of composing several of his well-known works while picturing the conditions under which they will be played, which gives an opportunity for two very charming scenes of a minut and a country dance.

"STOP THAT MAN."

Every Boy's Dream.

"Stop That Man" is a really amusing love comedy of three O'Brien brothers. Two are burly policemen, the third son and the fool of the family, as the fairy books say, is the hero who longs to follow in his brother's foot steps but it kept at home to play Cinderella. Prince Charming-Cinderella, admiringly played by Arthur Lake, is given brother Bill's uniform to take to the cleaners and he is instructed to bring back his number 2's. But not being able to resist the temptation to see himself in uniform, our hero puts it on and going out in it has a perfectly glorious time regulating traffic, rescuing a damsel in distress, and kindly assisting a burglar into a locked up house. Meanwhile, brother Bill is fuming in his underclothes and having apparently no "civies" for unforeseen occasions, he is unable to go in search of the youngster.

To tell you all the hero's adventures would spoil the picture, but everyone who paid proper attention to fairy books in youth will not need to be told that "Tommy" ends by capturing two dangerous criminals single handed, winning the love of the rescued damsel, and getting his big brothers out of an awkward fix.

It is all delightfully unsophisticated and neither slap stick comedy nor over-drawn situations are allowed to interfere with the motive of the romantic dreams of youth. Quite decidedly a film to see and enjoy.

Glenn Tryon.

A comedy team which proved its popularity in "Painting the Town," will be seen here again in "Hot Heels" at the Queen's on Sunday and Monday next. Glenn Tryon and Patsy Ruth Miller are the leading players in this picture, which tells the adventures of a small town hotel owner who sells his business for the controlling interest in a bankrupt theatrical company, because he has fallen in love with the leading lady. His escapades and tribulations in putting the company on a paying basis make an amusing film. A feature of the picture is an extremely funny dance executed by Glenn Tryon himself. Others in the cast include Tod Sloan, the famous jockey, Lloyd Whitlock and James Bradbury.

FOREIGNERS' SAFETY GUARANTEED IN CHIHLI.

ALL SHANTUNG UNDER NATIONALIST RULE.

KUOMINTANG CHAIRMEN OF COUNCILS.

MURDEROUS ATTACK ON SOCONY MANAGER.

General Pei Chung Hsi, who is in command of the Nationalist expedition against the Northern troops in Chihli, has called on the Consular Body and given his assurance for the safety of foreign life and property in the Peking-Mukden Railway zone. His attack is solely against the Chihli-Shantung remnants who refuse to become incorporated under the Nationalist regime, and would be called off immediately if only Chang Tsung Chang would agree to this reorganisation of his troops.

There are various reports of the activities of this expedition. It would appear that there have been some minor skirmishes of an indecisive nature, while Pei Chung Hsi is ready to order a general attack in three days' time. According to Japanese reports the local commander at Tsingtao has followed the inclination of his troops and gone over to the Nationalists, and the whole of Shantung is now under Nationalist rule.

The Central Executive Committee have issued a tentative list of Chairmen of Councils. Cables on this subject from Reuter and the vernacular Press are identical, except in the case of the Chairman of the Judicial Council. The vernacular papers state that the suggested Chairman is Wang Ching Wei, a prominent Kuomintang member and leader of the Left Wing, while Reuter names the well-known jurist Wang Chung Hui, a fairly recent convert to the Kuomintang who was formerly appointed by the Peking Administration as Delegate to the League of Nations.

ATTACK ON SOCONY MANAGER.

[THROUGH REUTER'S AGENCY.]

YUNNANFU, Sept. 4th. Mr. H. C. Page, local manager of the Standard Oil Company of New York, was seriously assaulted on August 30th by Chinese with intent to kill. Mr. Page however is recovering.

TENTATIVE APPOINTMENTS.

[THROUGH REUTER'S AGENCY.]

NANKING, Sept. 4th. It is reported that, following a series of conferences, the Central Executive Committee members have tentatively settled that Chiang Kai Shek shall become Chairman of the Executive Council, Tan Yen Kai Chairman of the Examination Council, Wang Chung Hui of the Judicial Council, Hu Han Min of the Legislative Council and Chang Ching-Kiang of the Supervisory Council. Hu Han Min will concurrently be Chairman of the Government Council.

IMPORTANT CONFERENCES.

(Wah Tsz Yat Pao).

SHANGHAI, Sept. 4th. Shortly after his arrival at Shanghai Mr. Hu Han Min held a private conference with Marshal Chiang Kai Shek, Marshal Li Tsai Hsin, Messrs. Li Shih Cheng, Wu Chie Fei, Tai Chi Tao, Li Chung Jen and others. Later he called on Mr. Chang Ching-Kiang at his residence. During this week it is expected that a series of conferences will be called for the discussion of political and party affairs which may result in a new development in China's political situation. Mr. Hu Han Min said that he was unable at present to meet Mr. Wang Ching Wei, the leader of the Left clique, on the ground that Mr. Wang was too radical in his attitude towards the re-establishment of party organisation. From Mr. Hu's statement it is apparent that the gulf between the "Leftists" and the "Rightists" is still too wide to be bridged.

CZECHO-SLOVAKIAN TREATY.

(Wah Tsz Yat Pao).

SHANGHAI, Sept. 4th. The delegate of the Czecho-Slovakian Government interviewed Dr. C. T. Wang at the Nanking Foreign Office yesterday and stated that the Czecho-Slovakian Government was willing to conclude a treaty with China more or less on the same lines as the Sino-German treaty which had recently been concluded.

TERRIBLE FLOODS IN KOREA.

[THROUGH REUTER'S AGENCY.]

TOKYO, Sept. 4th. The Governor of North-East Korea reports the worst floods for many years in the Tumen Valley, which have resulted in heavy casualties and great destruction of property. There are no details owing to the breakdown of communications, but it is estimated that 500 have been drowned and 400 washed away.

EVACUATION OF RHINELAND.

EARLY NEGOTIATIONS EXPECTED.

PROFITABLE TIME.

[THROUGH REUTER'S AGENCY.]

GENEVA, September 4th. Nothing has yet been fixed as regards the opening of negotiations between M. Briand and the German Chancellor, Herr Mueller, concerning the complete evacuation of the Rhineland, which Germany requested a month ago. The meeting, however, will not be long delayed. Herr Mueller is expected to make the first move.

The German delegates consider that the time is now ripe for settlement, especially after the conclusion of the Locarno agreements, the smooth operation of the Dawes plan and the signature of the Kellogg Pact.

WORLD VIEWS OF NAVAL QUESTION.

ANGLO-FRENCH AGREEMENT.

STRONG U.S. OPPOSITION.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 3rd. According to the *Daily Telegraph's* diplomatic correspondent, the main points of the Anglo-French Naval Agreement which, he says, has been allowed to leak out by the Quai d'Orsay and various French delegates at Geneva, are as follows:

The number of submarines under 600 tons and cruisers not carrying guns over six-inch calibre, will be unlimited. The correspondent declares he is able to state that the United States will flatly decline to agree to the proposal in regard to cruisers.

Italy's reply will also be unfavourable, but Japan is inclined to endorse the Anglo-French proposals.

GREAT SEND OFF FOR KELLOGG.

CHEERED BY HUGE CROWDS.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 3rd. Notwithstanding a desire to avoid demonstration, Mr. Frank B. Kellogg was given a most enthusiastic send-off by a huge crowd on his departure from Dublin for Cherbourg to-day.

The U.S. Secretary of State will pick up a liner at Cherbourg for New York.

Esthonia Approves. The Estonian Government has announced its intention of adhering to the Kellogg Treaty for the renunciation of war.

Reservations Excluded. CAIRO, September 4th. The Egyptian Government in its reply accepts the American invitation to adhere to the Kellogg Pact, but, according to the newspapers, it is made clear that this does not mean acceptance of the reservations made by any Power.

LI TSUNG JEN AT HANKOW.

Naval Wireless messages state that considerable troop movements from Wansien are reported.

A Chungking message gives credence to a report that Liu Hsiang has tendered his resignation as he intends to retire from politics. Yang Sen is having trouble with his subordinate generals.

In Hankow it is stated that the Kwangsi party under Li Tsung Jen are gaining the upper hand, the Communists and extremists suffering a serious setback. Steamers flying the French flag and running on the Yangtze have stopped proceeding beyond Ichang, presumably owing to the risk of being commandeered.

JAPANESE VESSEL SHELLED.

[THROUGH REUTER'S AGENCY.]

PEIPING, Sept. 4th. A Japanese cruiser and a destroyer have gone to Penglai to investigate the attack upon the *Kaiyo Maru* which was shelled as well as fired on with rifles.

PARIS TO NEW YORK.

FRENCH AVIATORS' VENTURE.

SINGLE-ENGINE PLANE.

[THROUGH REUTER'S AGENCY.]

Le Bourget, Sept. 4th. The French aviators, Sergeants Aissolant and Lefevre, started at 7 o'clock this morning on a flight to New York in a one-engined monoplane.

It now appears that the destination of Aissolant and Lefevre is uncertain. They will decide their ultimate course according to weather conditions when they reach the Azores. If the weather is bad they may possibly make for Dakar.

BIG BUSINESS IN THE ELECTION.

GENERAL MOTORS DIVIDED.

PRESIDENT BACKS HOOVER.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 3rd. The list of big business men who are more or less actively participating in the Presidential campaign is growing. The decision of Mr. John J. Raskob, the Chairman of the Finance Committee of General Motors, to resign his post in order to direct the campaign of Governor Al. E. Smith, was announced recently.

Mr. Pierre S. Dupont, the Chairman of the same corporation, later offered to resign for the same purpose.

Now Mr. Alfred F. Sloan, the President of General Motors, has publicly aligned himself with the opposite side, namely, Mr. Herbert Hoover and Prohibition.

HASSELL AND CRAMER SAFE.

TRUDGING TOWARDS CIVILIZATION.

SMOKE SIGNALS SEEN.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 3rd. Confirmation has been received of the rescue by Professor Hobbs of Mr. Bert Hassell and Mr. Parker Cramer, the Rockford aviators, who had been missing for over a fortnight.

Their plane made a forced landing near Sukkertoppen Point on the afternoon of the 19th. The descent was due to exhaustion of their petrol, the machine being many miles beyond its projected landing point at Mount Evans.

After consultation, Hassell and Cramer decided to make a bid to reach civilization, and for the past fortnight they have been trudging over the desolate wastes of Greenland heading as near as they could gauge for Mount Evans.

The aviators subsisted on a daily ration of eight ounces of pemmican until they had all but reached their destination when they sent up smoke signals which were observed by the Hobbs' expedition. Hassell and Cramer were then on the shores of a fjord near Mount Evans and Professor Hobbs and members of his expedition crossed the fjord and found the aviators.

SOUTH AFRICAN TREATY OF COMMERCE.

SIGNED WITH GERMANY.

[REUTER'S AMERICAN SERVICE.]

PRETORIA, Sept. 3rd. A Treaty of Commerce between Germany and South Africa, which was signed on Saturday, provides for immigration, settlement and the legal position of the contracting parties' nationals, companies, associations, consuls and so on. Unconditional most-favoured nation treatment is also provided by the Treaty, which, however, safeguards the existing Imperial preferences.

GREEK FEVER OUTBREAK.

VENIZELLOS A VICTIM.

[THROUGH REUTER'S AGENCY.]

ATHENS, Sept. 3rd. M. Venizelos, the Premier, is the latest victim of the dengue fever epidemic. He has been taken to hospital, but it is not believed that the attack is serious.

SERIOUS RIOTING IN INDIA.

MOHAMMEDANS QUARREL HINDUS.

POLICE REINFORCEMENTS CALLED IN.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Sept. 3rd. Serious communal riots in which many were killed and wounded occurred to-day at Kharagpur, the disturbances lasting for several hours.

The local Police were unable to cope with the mobs and reinforcements were hurried to the scene from Calcutta. The new arrivals found the place in an uproar. Every effort was made to get the rowdies under control, but the crowd grew more and more unruly and eventually the Police were obliged to open fire on the malcontents.

It is reported that three of the combatants were wounded, but the firing stopped the trouble and quiet was more or less restored.

The trouble originated as the result of a disturbance between the Hindus and Mohammedans.

Bombs were thrown into the Sikh *gurdwara*, and afterwards the attackers set a number of houses on fire. Fierce fighting ensued between the Hindus and Mohammedans in the bazaars, and it is reported that six Mohammedans were killed and many injured, while there were also several casualties among the Hindus.

TWO YEARS CASUALTIES.

SINCE SEPTEMBER 4th.

Replying to a question in the Legislative Assembly, Mr. J. C. Crerar, a member of the Executive Council, said that 749 have been killed and 1,345 injured in communal riots since July, 1926.

RECRUITS FOR FRENCH FOREIGN LEGION.

YOUNG-AUSTRIAN SENTENCED IN GERMANY.

PAYMENTS FROM FRANCE.

[THROUGH REUTER'S AGENCY.]

SCHNEIDEMUEHL, Sept. 3rd. A young Austrian was sentenced to six months' imprisonment here to-day, on a charge of recruiting Germans for the French Foreign Legion.

It was stated that he had secured thirty recruits for the Legion and was in possession of papers showing that he was in regular communication with the French Embassy in Berlin and received payments from the French.

As the result of documents found on him when the arrest was made, a dozen young Germans who were trying to join the Legion were prevented from crossing the frontier into France.

It was revealed during the trial that some 400 young Germans, most of whom were seeking to enlist in the Foreign Legion, have been turned back at the frontier during the past twelve months. The German police believe that the prisoner is a member of a large gang operating in the occupied territories, but that after his arrest, the others fled from Germany.

THE KING'S COUSIN INJURED.

ACCIDENT TO PRINCESS MARIE LOUISE.

[BRITISH WIRELESS SERVICE.]

ROGEE, Sept. 3rd. Princess Marie Louise, a cousin to H.M. the King, has been involved in a motor-car collision near Tetbury, Gloucester.

The windscreen of the Princess's car was smashed, and she was cut about the face, her nose being rather badly injured.

JUGO-SLAV MINISTER TO ALBANIA.

[THROUGH REUTER'S AGENCY.]

BELGRADE, Sept. 3rd. "Health reasons" is the official explanation of the decision of M. Mihalovitch, the Jugo-Slav Minister to Albania, who is at present on holiday in Belgrade, not to return to his post at Tirana.

T.U.C. EXPELS THE SEAMEN.

FORMAL RESOLUTION PASSED.

DEPUTATION REFUSED ADMISSION.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 3rd. The Trade Union Congress meeting at Swansea this afternoon passed a resolution formally expelling the National Seamen's Union from the T.U.C.

Miss Margaret Bondfield, the well-known woman Labour member, put the resolution on behalf of the Executive Committee, explaining that the expulsion of the Seamen's Union was rendered necessary because the Union proposed to assist the non-political Miner's Union formed by Mr. G. A. Spencer, the Labour M.P. for the Broxtowe division of Nottingham.

Merely Formal.

An attempt by Mr. Jack Jones to oppose the resolution was shouted down by the delegates.

The Chairman pointed out that the resolution was formal since the Seamen's Union had already withdrawn from active membership of the Trades Union Congress. After further discussion, the resolution was carried.

Fears Of Communists.

Admissions to the meeting, which was the diamond jubilee of the T.U.C., were carefully scrutinized in order to prevent the possibility of a disturbance by the Communist element.

The meeting also refused to receive a deputation of unemployed miners who marched to Swansea in procession for the purpose of raising the question of unemployment at the Trades Union Congress gathering.

M. BOKANOWSKI'S DEATH.

BRITISH GOVERNMENT'S SYMPATHY.

AIR MINISTER'S MESSAGE.

[BRITISH WIRELESS SERVICE.]

ROGEE, Sept. 3rd.

The British Government and Sir Samuel Hoare, Air Minister, have sent messages to Paris expressing profound sympathy at the death of M. Bokanowski, the French Minister for Commerce, in the aeroplane tragedy yesterday in which four others, including the Secretary-General of the Aerial Navigation Company, were also killed.

Sir Samuel Hoare speaks of "the irreparable loss which the French Government and French aviation have sustained in the tragic death of M. Bokanowski."

His Successors.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 3rd. M. Queuille, the Minister of Agriculture, has been appointed Minister of Commerce *ad interim* in the place of M. Bokanowski, who was killed in Sunday's air tragedy.

M. Georges Leygues, the Minister of Marine, has been appointed to take charge of the Air Department which was also in the care of M. Bokanowski.

THE "L.55" VICTIMS.

JOINT FUNERAL WITH FULL HONOURS.

[BRITISH WIRELESS SERVICE.]

ROGEE, Sept. 3rd. Owing to the difficulty of identification, the Admiralty has decided that all the bodies of the crew of the British submarine *L.55*, which was sunk in Russian waters in 1919, shall be buried together in one grave when they reach Portsmouth from Russia.

The remains are expected to arrive in port on Wednesday. Full naval honours will be rendered and the bodies will be in state at Fort Block House, the headquarters of the Submarine Flotilla. They will be interred at Haerol on Friday.

RED PROPAGANDA IN SWEDEN.

COMMUNISM'S WORLD CALL.

DISAPPOINTING PROGRESS.

[THROUGH REUTER'S AGENCY.]

RIGA, Sept. 3rd.

In spite of the world-wide ramifications of Communist organizations and the expenditure of huge sums of money, Moscow is far from satisfied with the progress made, according to a statement made at the Congress of International Communist Youth, known as "Kim," which opened at Moscow to-day.

M. Gorkich, in the course of a lengthy report detailing the work of the organization and the nature of its activities throughout the world, deplored the fact that although fresh nuclei are continually being opened up, the total membership has not increased.

Sudden Collapse.

He attributed the failure to the non-success of the Communist staff workers to retain the interest of youthful members, and moreover, he pointed out, the arrest of the leaders of the movement in some countries often resulted in the collapse of entire organizations.

M. Gorkich added that youth must be recruited by organizing choirs, bands and variety entertainments and by establishing training courses for young agitators.

School Children.

He also advocated the training of specialists to work in various ports throughout the world during the visits of foreign navies.

He announced that since the last congress, "Kim" had successfully opened new sections in South Africa, Australia, Palestine, and India.

Attention must be given, he said, to Egypt and other countries.

Concluding his address, M. Gorkich said: "We have formed pioneer units in twelve countries to spread Communism among school-children."

Police Provoked.

WARSAW, Sept. 3rd.

A procession of Young Communists creating a disturbance in the Warsaw streets to-day fell foul of a Police official, who after extreme provocation, drew a revolver and wounded three.

Propaganda In Sweden.

STOCKHOLM, Sept. 3rd.

Complaints have been made that the Russian training-ship *Leninograd*, now at Visby, has been carrying on Bolshevik propaganda by means of placards in Swedish. The Russian Minister at Stockholm has apologized for the incidents and has informed the Foreign Ministry that he is taking steps to have the vessel leave Swedish waters immediately.

Dr. Alexandroff, a Russian journalist, who has been suspected of engaging in military espionage in Sweden on behalf of the Soviet Government has resigned his post as head of the Stockholm office of the official Tass News Agency.

LEAGUE ASSEMBLY.

VICE-PRESIDENTS ELECTED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 3rd.

The following have been elected Vice-Presidents of the Assembly: M. Adachi, 40 votes; M. Briand, 38 votes; Herr Mueller, 38 votes; Lord Cusheendun, 37 votes; Mr. Mackenzie King, 33 votes; Dr. Seipel, Austria, 24 votes.

HURRICANE STRIKES CRIMEA.

GREAT DAMAGE DONE.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Sept. 3rd.

A hurricane struck the Crimea to-day causing great destruction of property and many casualties. Seven fatalities are reported from Sebastopol, while in the country districts the vineyards have been flooded, while hundreds of cattle have been drowned in many places.

ATLANTIC MAILS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 3rd.

A seaplane catapulted from the liner *De France* off Cape Race at two o'clock this morning, arrived at Boston at four o'clock this afternoon, thus saving a full day in the transmission of the Transatlantic mails.

C.R.C. "AT HOME."

MRS. SOUTHERN TO
DISTRIBUTE PRIZES.

LEAGUE WINNERS v. REST.

The annual "At Home" of the Chinese Recreation Club has been fixed for Saturday, the 22nd inst. A very pleasant function is expected and in recent years, these events have always been most enjoyable both from the sporting and social point of view.

Mrs. Southern has promised to distribute the prizes at the conclusion of sports, and H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), will also be present.

The League season will simultaneously be brought to a conclusion and to mark it the winners of the three divisions will meet at the respective "Rest" teams in exhibition matches, after which the Shields will be distributed. The success of the Chinese Recreation Club in the League in which they have already won the "A" and "B" Shields and in probability will do the same in the "C" Division has been a notable sporting triumph which the Club intends to celebrate on this occasion.

SHANGHAI FOOTBALLERS
FOR MANILA.

BRIEF STAY IN HONG KONG.

The Loh Hua football team, from Shanghai, which is on its way to Manila to play a series of six games under the auspices of the Chinese community there, passed through Hong Kong yesterday by the s.s. *Empress of Asia*. Owing to the shortness of the stay in Hong Kong, no match was arranged with local teams, but players called on the South China Athletic Association and made the club room their social headquarters while in port.

Mr. W. T. Lee is captain and Mr. H. C. Yu, manager. Mr. Lee was for several years a star player of the South China team. He is at present in business in Shanghai. Among the players in the team are H. H. Chen, K. S. Liang, S. W. Lee, P. Chen, Y. T. Chen, L. K. Tai, W. T. Lee, P. Z. Chen, K. K. Chen, Y. K. Hu, Y. S. Au, W. H. Fu, and H. C. Yu.

The team expects to sail from Manila for Shanghai via Hong Kong on or about September 27th.

PING PONG.

WAH YAN OLD BOYS STILL
UNBEATEN.

The Wah Yan Old Boys' Union won their most important match by defeating the Chinese Athletic (ex-Champion team) last Saturday, the scores being 62-48. They have, therefore, maintained their unbeaten record. Ng Tai Ping, playing for the Wah Yan Old Boys, secured the individual record of the match, namely, 15 points out of a possible 18.

Singles Tourney.

There are altogether twenty-six entries for the Men's Singles Tourney and eight for the Ladies' Championship Tournament.

LAWN TENNIS.

U.S.A. BEATS GREAT BRITAIN.

Forest Hills, Sept. 3rd. The Anglo-American lawn tennis contest played here, was won by the United States by five matches to three. The scores were:

Wilder Allison (U.S.) beat H. K. Higgs 6-2, 6-1.
John van Ryn (U.S.) beat H. W. Austin 6-0, 2-6, 6-3.
J. C. Gregory (Britain) beat F. T. Hunter 7-5, 6-4.
H. W. Austin (Britain) beat Wilmer Allison 6-2, 6-3.
John van Ryn (U.S.) beat H. K. Higgs 6-1, 6-1.
I. G. Collins (Britain) beat Wilbur Coen 6-4, 10-8.
Allison and van Ryn (U.S.) beat Gregory and Austin 6-1, 6-2.

HOME FOOTBALL.

ENGLISH LEAGUE RESULTS.

(THROUGH REUTER'S AGENCY.)

The following were the results of English League football matches played on Monday:

Division I.

Bolton 1, Huddersfield 1.
Bury 3, West Ham 3.
Wednesday 1, Everton 0.

Division II.

Blackpool 2, Swans 2.
Millwall 0, Wolves 5.
Oxford 0, Hull 1.

Division III (Southern).

Brightford 1, Charlton 0.
Luton 4, Northampton 0.

Division III (Northern).

Bradford 2, Carlisle 4.
Crewe 2, Stockport 0.
Lincoln 1, Rotherham 1.

COUNTESS' LIFE OF
TERROR.

FEAR OF BOGUS COUNT.

GERMAN AIRMAN'S
ADMISSION.

BERLIN. The secret of the ex-Countess Fischer von Treuberg, known as "Pussie" Uhl in the days when she had royal princes and millionaires at her feet in Baden-Baden and Monte Carlo, has been revealed by the very man whom she strove to protect by her silence.

That silence was all the more remarkable because the ex-countess was terrified of this man who passed under the name of Count von Arnim. She was so terrified that on July 31st, when she feared that he would attempt to enter her flat in the west end of Berlin, she induced a young sailor who is a practised boxer to come and stay with her in case his protection might be needed.

The mysterious "count" arrived and was quicker with his revolver than the sailor with his fists. He wounded the sailor, and as "Pussie," now an elderly woman, rushed down the stairs of the house he fired at her. She had to be taken to a hospital.

The assailant disappeared, and no effort of the police could induce "Pussie" to reveal his identity.

The "count" has now come forward himself, and declares that he is Lieutenant Besser, formerly an air-pilot of the German Army. His career has been as adventurous as his victim's.

Shot Down On Somme. He is the son of a rich manufacturer, and fought in the war. His aeroplane was shot down on the Somme in 1916, and he suffered a shock which ended his flying days.

He was next heard of during the Kapp "Putsch"—that unsuccessful attempt in 1920 to overthrow the Republican régime in Germany—when he acted as information officer.

Handsome and charming, he embarked on a series of adventures which set the police on his track, passed under a number of false names, and kept his head above water by means which finally brought him to prison for five years.

For the last two years he has been on exceedingly friendly terms with "Pussie," and it is believed that he was wildly in love with this woman, who is 33 years his senior. It would seem that she still retains the art of making men her slaves.

He has now come forward to start criminal proceedings against "Pussie" and the sailor for conspiring against him and attacking him. He asserts that he came to the flat to get some money which "Pussie" Uhl owed him.

JEWEL THIEF'S RUSE.

POSED AS SECRETARY TO A
MAHARAJA.

GREEK LEADS TO CAPTURE.

BUDAPEST.

A few days before the arrival in Budapest some months ago of a maharaja, Bandbox Rudi, an international crook who owes his nickname to the fact that he is always exceptionally well dressed, presented himself at a large jeweller's shop.

He posed as the maharaja's secretary and chose some valuable pearls and diamonds, declaring that he would call for them when the maharaja arrived. Three days later the Indian prince installed himself and his retinue in a large Budapest hotel. Bandbox Rudi obtained an introduction to the maharaja.

He posed as a professor of botany and discussed the possibility of obtaining specimens of Indian plants for museums in Hungary.

Rudi asked the jewellers to allow him to take the selected pearls and diamonds to the maharaja's rooms, but the firm naturally sent a clerk with the maharaja's "secretary." Rudi, who, for the purpose of interviewing the jewellers had assumed a turban and a darkened complexion showed the firm's confidential clerk into the maharaja's ante-room.

The clerk was asked to wait for five minutes while the maharaja made his selection of the jewellery, and Bandbox Rudi entered the maharaja's sitting-room to keep an appointment.

Jewels in pocket, Rudi a few minutes later took his leave of the maharaja, going out by another door.

The maharaja shortly afterwards appeared, accompanied by his genuine secretary and other attendants. When asked for payment for the jewellery the maharaja declared that the clerk was mad, and the hotel detective was called.

Unfortunately for Rudi, another jeweller's clerk, whom he had instructed to call, arrived with a string of diamond brooches an hour before the appointed time. Rudi had to waste precious minutes in argument. When the hotel detective arrived Rudi was exposed by the two clerks.

He has been sentenced to two and a half years' imprisonment.

SLIMNESS PERIL TO FILM
STARS.BLINDNESS CAUSED BY
"REDUCING."

PRICE OF FAME.

NEW YORK.

Despatches from Hollywood, writes a *Daily Express* correspondent, disclose that a number of prominent film actresses are now paying terrible penalties for attaining and keeping the "slim boyish figure" demanded by producers.

It is declared that, quite apart from the present public craze for slimmest, the camera enlarges a person on the screen, and that this is particularly the case in the matter of plumpness.

A star, it is declared, whose normal weight is 125, for example, may have to keep her weight down to 75 at any cost.

Many of those who have been required to retain in maturity the measurements of girls of sixteen have sought in diet the solution of the problem of reducing—and a tuberculosis specialist is stated to be taking care of half a dozen of the best-known younger film stars who have so reduced.

Nature's Revenge. Their dieting, it is declared, has deprived them for years of body materials essential to the maintenance of health, and nature is now exacting the penalty.

Another beautiful star, owing to prolonged dieting, has developed a form of anaemia which causes alarming spells of blindness.

A number of cases both of gastric trouble and nervous breakdown have also followed in the wake of excessive dieting.

A Hollywood nerve specialist claims that the first part of the body to feel the lack of proper nourishment is the nervous system which promptly rebels and precipitates a breakdown.

Another film-actress who, for years, believed she had discovered the answer to the thinning problem in thyroid and other gland extracts is now the victim of an unrelenting affliction which has actually compelled her retirement from the screen.

Constant Turkish baths with repeated violent perspiration to reduce flesh have also taken their toll. Many cases of heart trouble in the famous colony are stated to be due to this method of reduction.

WEALTH.

A NEW SATIRE ABOUT PALM
BEACH.

A new book, entitled "Money Over," a novel of "our betters" by E. Pettit, gives an unpleasant picture of life among the super-wealthy of the United States.

It shows a number of self-indulgent men and women, wallowing in enormous wealth, without an ideal in the world or any aim except that of satisfying their morbid craving for pleasure. There is an undercurrent of nastiness which would have surprised the Americans of Mrs. Trollope's day, when even piano-legs (or so we are given to understand) were swathed and hidden from the eye.

This is the account of the typical millionaire establishment at Palm Beach.

The kitchen was forty by sixty in size, and the pantry forty by fifty. There were a safe for the silver, a meat refrigeration room, a flower refrigeration room, recreation rooms for fifty-five servants, sleeping porches for the more exalted of the fifty-five servants, baths for all the servants, and servants for the servants. There was gold service for 250 guests and silver service for the same number.

Amber Glass Bath.

In the leading woman's chamber there was also, we are told, an "amber glass bath-tub" with "gold fixtures." The conversation is scarcely in keeping with this tawdry magnificence.

Chris wondered how one should address a duchess. The architect simplified it for him. "Bitch, don't crowd," he said to her, and further admonished, "You may have the first half of my cocktail, but don't grab." Every body laughed.

This is another example: "To be specific," Chris continued, "Don't offer on the shrine of culture a good bridge game and an amorous willingness."

"I call that adequate equipment," Sheila said. "I thought we exhausted the scandal-bugaboo yesterday," she said. "What the hell do I care if someone talks?"

This is a gem from the closing chapter when the millionaire's busy Gilbertson, this said with seriousness, "I'm going to marry Don. You can neither coerce nor dissuade me. Now get this straight in your mind and then be usual."

Sheila was often smart when he least expected it. "Well—would this be out of order? I want to be your next concubine."

"I don't give a hoot in hell, Gilbertson, whether you like that million dollar settlement or not."

MOTHER AND GIRL
SHOT IN SLEEP.TRAGEDY IN A HAPPY
FAMILY.

FATHER'S SAD STORY.

Albert Spencer Banks, aged 51, formerly manager of the Labour Exchange at Minehead, Somerset, was charged on remand at Dunster Police Court with the murder of his wife, Edith Banks, aged 53, and his daughter, Marion Aldith, aged 20, at Alcombe, near Minehead, on July 28th.

Mr. H. J. Parham, for the Director of Public Prosecutions, said that so far as was known Banks and his wife and daughter were a happy and devoted family.

About 6 a.m. on July 28th three shots were heard by someone who took no notice of them. At 11.15 a.m. Banks knocked at a window and attracted the attention of a butcher's boy, to whom he said, "Get the police. I am in great trouble."

When a constable arrived he found Banks downstairs in pyjamas and a dressing-gown. He said, "For God's sake come in. A terrible thing has happened. I have shot my wife and daughter."

Shot While Asleep. The constable found that Mrs. Banks had been shot in the back of the head, and the daughter in the head and chest. Both had apparently been shot while they were asleep. A five-chambered revolver containing three spent cartridges and two live ones was found.

Banks had a certificate for the revolver which had been granted to him when he took up his duties at the Labour Exchange at Minehead. He said he would require it for self-protection in case of necessity, as he would be handling large sums of money.

Mystery Of Motive. Mr. Parham said that it was difficult to see what possible motive there could be. According to a statement alleged to have been made by Banks he had only a very hazy idea of what happened that morning.

Herbert Frederick Hillman, deputy-manager of the Taunton Labour Exchange, stated that Banks, to whom he paid an official visit on July 19th, was jerky and jumpy in his manner. Everything in connection with his work was in order.

Frederick Western, of Taunton, another Civil Servant, said he formed the opinion that Banks was on the verge of a nervous breakdown.

Abripty And Impetuous. William Stradling, builder and contractor, of Alcombe, said that on July 28th Banks agreed to buy the house subsequently known as Almaridith. He moved in on Saturday, July 21st. Banks seemed abrupt and impetuous when he (Mr. Stradling) visited him on the following Friday.

Mrs. Doris Emily James, of Alcombe, said that early on the morning of July 28th she heard two shots close together and she was almost certain she heard a third a little later. As there was a great deal of rabbit shooting in the fields close by she was not surprised.

Richard Arnold Reynolds, of Marshfield-road, Alcombe, said that on the morning of the tragedy when he went to Banks's house to finish a job, Banks said, "I don't want you. I don't want you. I have sent for the police."

F. A. Wilshire (for the defence) in what state did Mr. Banks appear when you saw him? He seemed very agitated. His face seemed to be contracted.

Inspector Henry Fry said that Banks had suffered from delusional insanity while in the Army in India in 1913, and was in hospital for 10 days.

Alleged Statement. When charged at Minehead Police Station Banks said: "I believe I did kill her, but I cannot remember properly. I woke up this morning in the dining-room on the sofa between 11 and 12 o'clock."

It gave me a fright because I believed I had gone to bed in the ordinary way upstairs last night. I got up and opened the door leading from the dining-room into the passage, expecting to find my wife and daughter about, and I saw a rug and some cushions on the floor and my revolver beside them."

And it came across me in a flash that I had shot them in the night. I tried to go upstairs, but I could not make myself go up, so I knocked on a window to attract the attention of the maid who was working in the garden. He did not come, so I kept on knocking, and a butcher's boy came over and I told him I was in dreadful trouble and would he tell the police to come to the house at once."

I then went back into the dining-room and waited until there was a knocking at the door and I went to the front door."

(Continued on next column.)

EDUCATION IN THE ARMY.

BIG INCREASE IN ENTRANTS
FOR EXAMINATION.DISAPPOINTING WORK IN
HISTORY.

The primary duty of the Army may be said to be that of turning the civilian into a soldier, writes the *London Morning Post* military correspondent. For many years, when long service with the Colours obtained, it was practically a question of once a soldier always a soldier.

The short service system, in the course of time, compelled the Army authorities to consider how best they could turn the soldier into a civilian. It was realised that the enlisted man spent the most important years of his life with the Colours and that it was not a good thing either for the Army or the nation that he should be turned suddenly on to the labour market without some preparation for his new environment. Hence the work of the Army Educational Corps.

The results of the March examination of soldiers for the first class and special certificates, show that the total number of candidates examined was 4,239, as against 2,602 for the previous examination. There were 3,829 candidates for First Class Certificates, 375 for Special Certificates (the equivalent of Matriculation), and 35 presented themselves for re-examination with a view to obtaining "distinguished."

30 "Distinguished." The four subjects of the first class examination—English, mathematics, geography, and map-reading—were taken by 2,003 candidates and 1,232 first class certificates were awarded. This showed 92 per cent. of successes as against 51 per cent. in the March examination last year.

Four men obtained aggregates of 80 per cent. or more of the maximum marks for the four subjects—Lance-Cpl. M. J. Roberts, L.A.O.C.; Warrant Officer G. S. Watts, Army Educational Corps; Private J. A. Fenton; East Surrey Regiment, and Lance-Cpl. M. Dryden, York and Lancaster Regiment.

Of the 375 men who sat for the special certificate, 31 candidates were successful, and 245 made progress towards the full certificate by passing in one or more subjects. Four of the nine re-examined for the record of "distinguished" were successful. Altogether 30 candidates obtained "distinguished" records.

The examiners stated that there was a great gap between the best and the worst papers in English. An improvement was noticed in mathematics, but the standard of knowledge disclosed in map-reading was poor. There were some good papers on British History, but the standard, on the whole, was disappointing. In most of the other subjects taken the work, generally, was of a higher order than in earlier examinations.

Soldiers In Work. During June 125 soldiers completed their courses of training in the Army Vocational Training Centres, Hounslow, Aldershot, and Chislehurst, and were discharged from the Army on the termination of their enlistment. Of this number 98 obtained immediate employment in civil life, the majority going to bricklaying, carpentry, plumbing, motoring, farming, private service, and positions of trust.

There were some workmen there, but I told them I did not want them as I had sent for the police. I then went back into the dining-room and sat down again. Soon after a policeman came. I told him all about it.

When he came to that part of his statement, "And it came across me in a flash that I had shot them in the night," Banks wept bitterly.

Just before he was removed to Exeter Gaol, he (Inspector Fry) asked Banks if he cared to get in touch with any legal representative on his behalf.

Banks again broke down, wept, and said, "No, Mr. Fry. He would only try to get me out of it and I do not want that. I want to be hanged to get out of it."

Women In The Gallery. When the court adjourned for luncheon a number of people in the public gallery produced sandwiches and fruit. Bottles of mineral water were also brought from a shop close by. The majority of the occupants of the gallery were women.

Dr. Harry Bertram Walker, of the Avenue, Minehead, said he saw Banks lying with his eyes shut on a couch downstairs. When he felt his pulse Banks opened his eyes and said: "Are you a doctor? Is this all true, or is it a horrible dream?"

The evidence for the prosecution was concluded.

Banks was committed for trial at the autumn sittings at Wells; Mr. Wilshire saying that Banks pleaded not guilty and reserved his defence.

(Continued on next column.)

WOMAN AND
AVIATION.LADY HEATH SUMS UP
POSITION.This remarkably interesting
and comprehensive article was
sent to the *London Morning Post* by Lady Heath from Rotterdam.

There, when all the principal British men pilots were engaged in the race for the King's Cup, she most worthily represented Great Britain, winning another triumph in the International Light Aeroplane Competitions.

Since then the famous pioneer airwoman has again added to her record by temporarily joining the Royal Dutch Air Service as second pilot.

The week-end that has passed has been a great one for us in aviation. We all of us, men and women alike, are thrilled with the success of Miss Winifred Spooner, who won the Siddleley trophy, which was run concurrently with the King's Cup air race round Great Britain.

What is more wonderful than her winning the Siddleley trophy, however, in her marvellous success in getting in third in the King's Cup itself, which is the biggest air race held in Europe each year, and which attracts the pick of our British pilots and sets all our aircraft-constructors agog to produce the latest thing in fine aircraft.

This is the second time that a woman has entered this great race—Lady Bailey entered last year, but had to make a forced landing in the middle of a herd of sheep owing to engine trouble.

To those outside aviation the race is just a race, and only those inside the world know the gruelling hard work of it—the long and arduous preparation, when a pilot has to go round and round the course picking out landmarks and practising compass courses at varying heights, the long studying over the maps of the route, the over-seeing of the preparation of one's machine, and last and greatest of all, the exhausting flight itself.

To sit huddled close behind your windshield, leaning on your throttle, holding the bumps of the hot air among the ground in a short race, such as we had in Rotterdam and in which my little Moth took first place, is bad enough; but to do the same thing for hour after hour in a long circuit of Britain is a terribly severe strain on one's physique and endurance.

Well done, Miss Spooner! We are all very proud of your pluck and your staying power!

Here in Holland the women in aviation have not been idle. The specially beautiful example of the British light aeroplane which the De Havilland firm turned out for me last week exceeded all expectations in the International Light Aeroplane Competitions, and with a very heavy load on board, 400lb., climbed faster than any of its international competitors and tore its way round the speed course quicker than any other—with a gallant little lady, who had never flown before, as an unafraid passenger.

In the display of aerobatics another Englishwoman took first place, Miss O'Brien evoking great admiration by the performance of her spins and rolls and loops, and as the judges said, the most perfect landing of any competitor in the landing competitions.

Cost Of Training. We three who have been so lucky this last week-end were all pupils of a British Light Aeroplane Club—there are fourteen of them—where one can learn to fly for under £20 and in about 20 lessons or half an hour each.

When the Air Ministry first evolved this scheme of Light Aeroplane Clubs it threw the doors of aviation open to the women of our country as well as to men, and we are so glad that we have been enabled to show that the confidence of the Air Ministry in the women of the country has not been misplaced. Many times people ask me how I can earn money by aviation. I did it for two years, and I made a comfortable profit with lots of pleasant hard work. My work was divided into four kinds:

(1) Exhibition flying, such as Miss O'Brien did at Rotterdam, which is the easiest and the best paid of all.

(2) Instruction—the light aeroplanes we use, which cost about £200 and £30 a month upkeep, are indeed for instruction as well as for other work.

Instruction is perhaps the most interesting work a woman can do. It is a beautiful thing to watch a pupil, who knows nothing about aviation, but who is deeply enthusiastic, gradually becoming more and more proficient, until at last he becomes a fully fledged pilot.

In after years one has an affectionate, motherly feeling and a great pride in the exploits of any one who has lain into the air like this. It is perhaps the proudest thing in all my life that I had the pleasure of giving Lady Bailey her first eight hours' instruction in the air, and as I see her word of aviation, racing, and flying to Africa, I feel much prouder than if I had done these particular feats myself.

(Continued on next column.)

PASSPORTS FOR PARK
COUPLES.BUDAPEST SEATS FOR THE
MARRIED ONLY.

BUDAPEST, Aug. 6th.

Budapest is determined to proclaim itself the strictest, sternest, and most moral city in the world.

The municipal fathers have issued a new code of regulations for deportment in public parks which would make even hard-hearted "Dora" smile.

Here are two of the new ordinances:—

(1) No couple shall sit on park benches after dark unless they are able to prove they are married. They must be able to produce a request their marriage licence, passports, or other identification papers.

(2) It is strictly forbidden to sleep in riverside bungalows.

Other ordinances are directed against the wearing of bathing costumes in public gardens and tea-houses, even though these tea-houses and parks may adjoin the bathing beach.

(3) The carrying of light freight and passenger aircraft is an example of how a light aeroplane may be utilised in this way was well shown during the General Strike in 1926, when a flight of twelve light aeroplanes carried newspapers all over the country for distribution.

(4) Last of all, there is quite a pleasant amount to be made by air racing and in competitions. There is a certain amount of money that has to be put into these competitions, in the preparation of one's machine, etc., and a certain amount of hard work in practising for them, for no race is won without exhaustive examination of the course, as well as one's machine and one's own capabilities. But the organisers of competitions and races realise this, and they give good prizes. For instance, Miss Spooner will win £150 on her race last week-end—prize-money which is graciously awarded and well earned.

A Gallant Frenchwoman. We owe much to the pioneer of women in aviation—that gallant Frenchwoman, the Baroness de la Roche, who was the first of all us women to fly, and to our English women, Mrs. Beauvoir Stocks and Mrs. Maurice Hewitt, who ran her own aircraft factory before and during the war, and a still greater debt of gratitude to Madame Boland, who in 1918 began commercial flying, until it was stopped by international law the following year.

We owe a great debt of gratitude to pioneers like Miss Earhart, who flew across the Atlantic, and who, although an experienced pilot herself, was willing to forgo the joy of sharing in the actual flying, so that her first pilot, Mr. Stultz, should make the marvellous navigational record he did by striking the British Isles in fog not one mile off his course. And we owe a great debt of gratitude to women like Lady Maud Hoare, Lady Cobham, and Mrs. Bentley, who have gone as passengers with their husbands on long trans-continental pioneer flights.

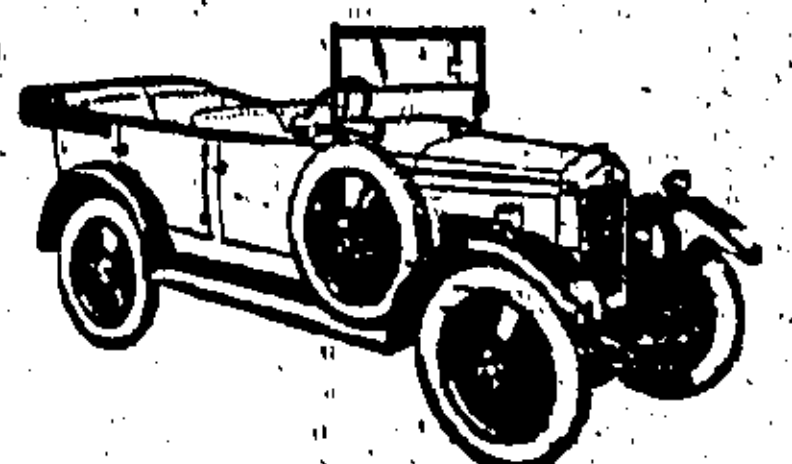
Not all of us can fly ourselves, not all of us can even go as passengers, but there is a call to every woman in the country to support the cause of aviation.

We make machines which are among the best in the world. We produce engines which are used internationally, and there is respect and admiration for the British pilot in every corner of the globe, but these three things need National support before they can come into their own and before Great Britain can fully add to her mastery of the sea and the carrying trade of the world by her mastery of the air and its newer form of transport.

Here in the development of aviation, and the progress of our industry we have a new pathway to National advancement, we have a new road to a pinnacle of success and achievement—up which road other nations have travelled much further than we have. The entry of women into any new area of life is the hallmark of its stability, security, and safety, and the world of National aviation is waiting for our women to give it that hallmark.

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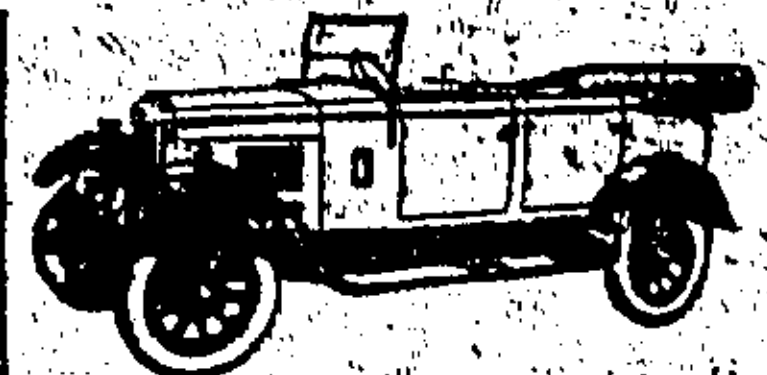
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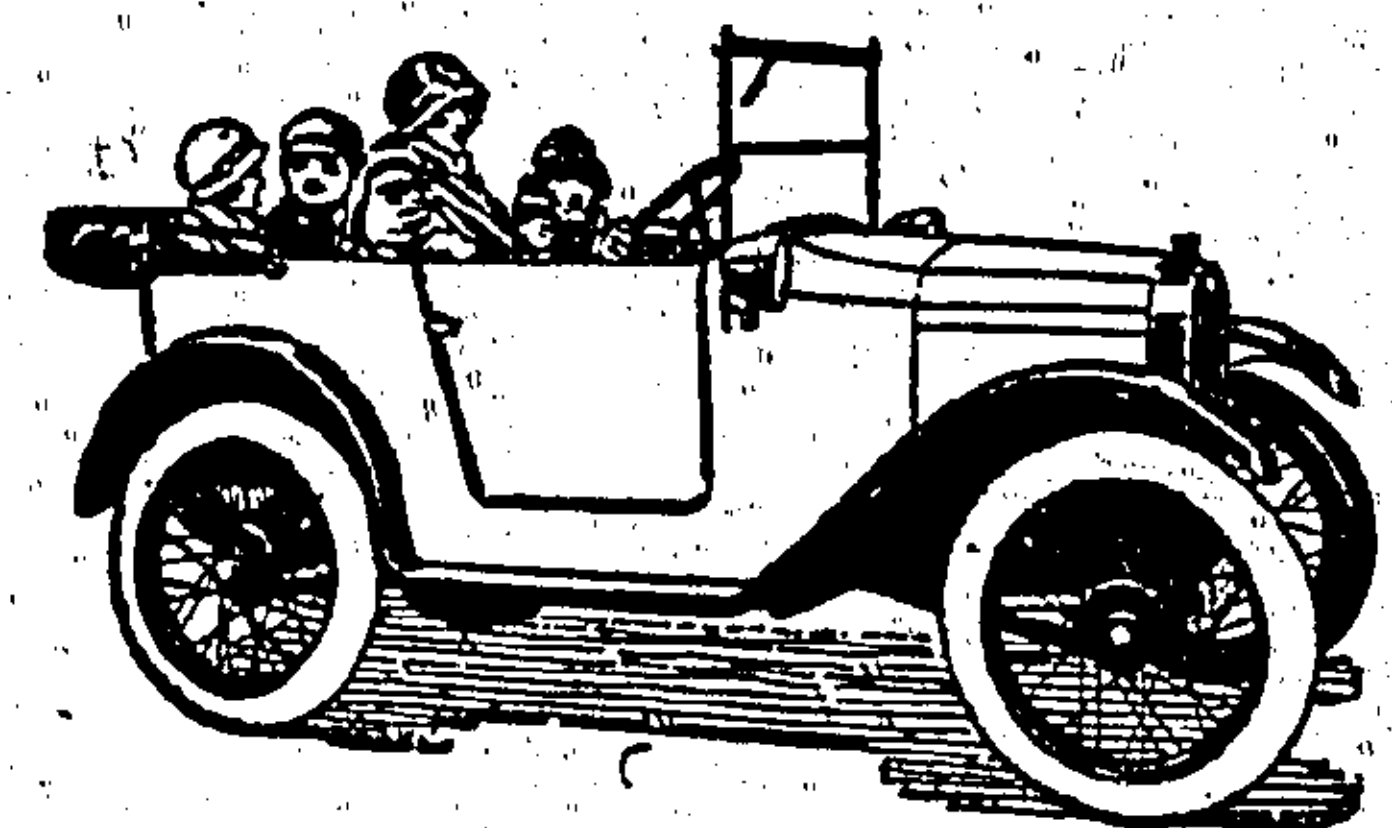
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LOCAL AGENTS.

MOTOR NOTES.

BRIDGE AT DANGEROUS CORNER WIDENED.

A ride around the New Territories reveals quite a number of road improvements, the chief being the reconstruction of a really dangerous corner on the road between Shatin and Tai Po. The corner in question includes a bridge over a waterfall first after the long hill climb from Shatin to Tai Po. The one side of the bridge railing has been taken down and workmen are busy widening the bridge.

There is, however, still a superfluous amount of sand at the hairpin bends leading from Shatin to the Reservoir. They are not much worry to motorists, but they certainly send your heart to your mouth when you are astride a two wheeler.

PROPOSED MOTOR-CYCLE TRIAL.

No further developments have been announced in connection with the proposed Motor-Cycle trial by the Motor-Cycle Club of the Hong Kong Volunteers. It cannot be said that the first trial evoked immediate enthusiasm, when brought off it proved a thorough success. The Volunteers would be well advised to carry on with their proposals and the entries will soon follow.

NEW HARLEY DAVIDSON MODELS ARRIVED.

A visit to the Harley Davidson's Agents—Messrs. A. Gascon & Co.—will reveal the latest 1919 models of Harleys which have just arrived by the *Empress of Asia*. A totally new model is offered in the form of a twin V. engine of 750 c.c. capacity which is neatly fitted to the "Single" frame. All new Harleys have a new head light system which adds to the beauty of these machines. The exhaust system of the new "small" twin is also a point for comment. The exhaust pipes meet under the gear box and emerge on both sides of the cycle so as to appear as a Two-port model. Exceptional capabilities are accorded to this new exhaust system. The price of these models is very tempting, and a visit to the Agents is advised.

HE GOT IT!

The old campaigner had just left his car and was walking across the pavement to enter a shop when he was stopped by a beggar.

"Don't refuse a trifle," said the latter; "I'm an old soldier."

"An old soldier, eh?" was the quick response. "Then I'll give you a test. 'Shun! Eyes right! Eyes Front. Stand at ease! Now, what comes next?"

"Present arms," retorted the beggar. "CONTACT," in *The Motor*.

WOMEN DRIVERS ARE IMPROVING.

The standard of road behaviour of present-day women drivers is certainly getting higher, comments a writer in *The Light Car and Cyclecar*. Recently, he says, I have noticed many of them, and have been lost in admiration at their careful and considerable methods. Of course, there are exceptions, but, generally speaking, the woman at the wheel is so safe nowadays that even a man who is positively finicky when acting as passenger will willingly and without qualms sit beside her.

Women who drive have been subjected to a torrent of criticism most of it prejudiced—in recent years, and they labour under the handicap that if they are involved in an accident they tell against them. It is time that this reflection on their ability was removed.

CROSSLEYS OVERSEAS.

The recently marketed 15.7 h.p. Crossley six-cylinder model has met with a very gratifying demand from Overseas. Chassis are being sent to Australia and New Zealand, and complete cars have been supplied already to practically every British Colony. It is felt that this car will be eminently suited for Overseas needs, as it retains the Crossley characteristics of sturdiness and strength, whilst fulfilling a demand for a high-grade car at a moderate price.

"PUSH BIKE" RECORD.

OVER NINETY MILES A DAY FOR TWELVE MONTHS.

An astonishing record has been set up by the "push bike" cyclists in the test fleet at Fort Dunlop, Birmingham in England. During the last twelve months for five days a week they actually pedalled between ninety and ninety-five miles a day in all weathers, each driver averaging 19,213 miles throughout the year.

The total mileage covered by the entire fleet of sixteen cars, three motor lorries, five motor cycles and two "push bikes" was 835,048. The longest runs done by car in one day were the 425 miles from Dieppe to Bordeaux and the 415 miles from Glasgow to Birmingham and London, while a motor lorry put up the excellent performance of 323 miles from Birmingham to Weymouth and back.

WEEK-END "BEAUTY SHOWS."

The popularity of the recent motor Concours d'Elegance at Bournemouth may foreshadow an era when events of this kind will be similar to dog shows, the number and popularity of which is positively amazing. I can imagine keen owner-drivers scanning schedules of forthcoming contests and making a concourse the object of many a week-end run, says a writer in *The Light Car and Cyclecar*.

The idea, of course, has a great deal to recommend it. Before long we should have people taking the same pride in cars as they do in pedigree dogs and other prize stock, whilst considerable encouragement would be given to those who have good ideas for improving the appearance and comfort of motorcars. Cash prizes would be necessary, of course, the first prize being equal, say, to four entry fees, the second to two and the third to one.

A MATTER OF NERVES.

Have you ever been driven by a man who invariably acts a moment or two later than you would yourself? When another car comes out of a side turning he does not start to brake at once as you would have done, and when it is necessary to swerve he always seems to do so at the very last moment. It is very nerve-racking being driven by one of these "late" drivers, although many are perfectly safe and have a blameless record extending over a number of years, says *The Light Car and Cyclecar*.

The cause is capable of a simple explanation. Some people transfer thoughts into action very much quicker than others, simply because the mechanism between their brain and their muscles is sensitive and in good working order. This accounts, of course, for the fact that when you are not in the best of health a high average speed is extremely difficult to maintain. Slow-acting senses produce emergencies which would not arise if brain and muscles were acting as one.

AFTER THE BY-PASS—THE BOTTLE-NECK.

Attention has been called to a defect of new by-pass roads which is becoming more and more obvious. It is, remarks *The Motor*, that while these roads afford relief over the area covered by them, in some cases the traffic which they eventually disgorge has to pile up and congest some bottle-neck. The result is that the advantage gained in speed on the by-pass is lost by the subsequent hold-up. A notable example of this is at Esher at the end of the Kingston by-pass.

This only shows how the gradual process of improving roads and communications will reveal new and even greater problems which do not seem to have been foreseen. It also portends, unless we are much mistaken, a state of affairs which may result in sweeping away some of those pleasant ways where old-time attractions are to be found: the very nature of which, while historically interesting and priceless in their associations with the past, are, in the modern sense, obstructive to rapid travel.

From whichever angle it is viewed the more does experience show that we appear to be passing headlong into a period when it seems inevitable that even greater sacrifices will be called for.

CAR THAT COULD NOT BE WRECKED.

HURLED DOWN BANK IN ROUGH-RIDING TEST.

THEN DRIVEN AWAY WITH CABINET MINISTER.

A large saloon motor-car was overturned twice completely down a steep embankment, and then drove away almost unharmed with the Secretary for the Dominions, Mr. L. S. Amery, as passenger.

The occasion was a demonstration by Vauxhall Motors that their six-cylinder 20-60 h.p. car was fully capable of coping with conditions in any of our Dominions and colonies.

They first of all drove the car up a steep gradient of about 1 in 24 over rough ground covered with long grass, so that the car bumped and pitched violently without, however, receiving any damage. Mr. A. J. Hancock was the driver, and he twisted the car here and there over mounds and ditches which looked as if they might give serious trouble to even an army tank.

Finally, he brought the car to rest on the edge of a steep embankment, and mechanics, with the aid of levers, literally hurled it over the edge. Accompanied by sickening crashes it turned over twice, finally coming to rest in the bottom of a gully the right way up.

This started a small fire, which was, however, quickly extinguished, and Mr. Hancock, jumping into the driving seat, started up the engine at once, and later picked up Mr. Amery, who had been watching the proceedings.

The actual damage to the car was apparently very slight, and the enclosed body-work of the saloon stood up magnificently. None of the windows was broken with the exception of the wind screen, which, it was stated, was fractured by tools falling out of the box.

The "Tumbler."

The doors all opened satisfactorily and the chassis and engine were perfectly sound. The mudguards and the running boards were, of course, damaged, but the body was otherwise intact. As an instance of the strain that had been imposed, earth and grass had been forced between the tyres and the rims of the wheels as the car rolled over, but the tyres were unscathed.

Mr. Hancock was so confident in the car that he had volunteered to sit in it when it was pushed down the bank if he was strapped in, but it was decided that the car had better go down alone.

Mr. Amery, speaking later at a luncheon in the Vauxhall works, said that the car might be called the Vauxhall tumbler. "Let me assure you," he declared, "that having recently been many thousands of miles in a car in our Dominions, I was never asked to perform two summersaults in succession."

Mr. Amery, referring to the handicap under which British motor-car manufacturers were working at the moment, said that our present scale of taxation on horsepower was a direct discouragement to the all-round car. He hoped that it would not be long before the position of our national finance would enable us to remedy that anomaly.

IGNORANCE IN HIGH PLACES.

Those who know about motor-cycles, who live amongst motor-cyclists and motorcyclists, and who also mingle with real and imaginary Powers that Be in the motoring world, cannot help noticing and deploring, says *Motor Cycling*, the hopeless lack of interest concerning our affairs which is evidenced by almost everyone in whose hands our enjoyment of the road repose. On the very rare occasions when the affairs of motorcyclists are mentioned in Parliament, extraordinarily ill-formed views are expressed, whilst politicians and political organizations, if they ever concern themselves with motorcyclists, invariably do so in a manner which merely reveals a very inadequate appreciation of our requirements.

"THE ENGLISH IMPOSSIBLE."

BRITISH CAR COMPLETES FIRST LONDON-MELBOURNE RUN.

Two messages have been received upon the arrival of Francis Birtles in Australia after completing the first motor journey from London to Melbourne.

To Bean Cars, Ltd., Birtles himself cabled:—

"Have got away with the journey alright. Got through overland from India to Burma—the English impossible route! From Rangoon I got through to Lower Burma. Then the wet season set in, but I got through to the last lap. All good plains, but waist-deep in floods. So I had to break the journey for 200 miles only out of 13,300. The Indian papers now say that it's up to the Government to make a road through. After spending a few weeks in Melbourne I am going up country to finish my film."

The following message reached the Dunlop Rubber Co.:—

"Birtles arrived Melbourne 1 p.m. great reception congratulated by Premier Victoria on wonderful achievement."

"Asked if he had any message for England, Birtles replied, 'Bean and Dunlop have done their job. Distance 17,300 miles land; 1,800 sea. Wore out wale six covers; no bursts; 8 punctures.' Birtles desires thank Calcutta, Rangoon, Singapore, Dunlop depots for great assistance. Mailing photographs."

Sir George Beharrell cabled out his congratulations in these words:—

"Heartiest congratulations on a remarkable performance and the successful conclusion of your London-Melbourne car journey after 17,000 miles of nerve-racking adventure. Your grit has added another tribute to British industry which supplied the car and its accessories."

Mr. H. Kerr Thomas, managing director of Bean Cars, Ltd., sent the following cablegram:—

"Our warmest congratulations on your successful accomplishment of your remarkable journey which reflects greatest credit on your ability and pluck."

Sir Robert Hadfield, Bart., has written the following letter to the intrepid motorist:—

"Dear Mr. Birtles,

"Allow me to offer heartfelt congratulations on the accomplishment of your many great feats of motoring, also the fact that you were the first man to have motored right through from England to Australia. In doing all this you must have passed through almost unheard-of hardships, and required an iron will to surmount the difficulties you (Continued on next column).

MOTOR-CAR PRICES.

REDUCTIONS BY AUSTIN COMPANY.

Reductions in the prices of Austin motor-cars were announced on August 13th. Coming at a time when there was talk of increases, the announcement caused much speculation in the motor trade generally. Comments the *Times*. Only a few days previously rumours of increases were insistent, and then at least two companies who produce light models at popular prices declared that the next movement of prices was bound to be in an upward direction. A representative of the Clyno Company expressed the belief that the increase would be about 5 per cent., and that all the mass-produced cars would have to make the same increase.

The Austin reduction recalls the departure made by two companies—the Morris and Clyno—a few months ago when they announced new models of "baby" cars approximating to the Austin Seven, although the new Clyno model was rated at nine horse-power.

Sir Herbert Austin discussed his reasons for the latest price reduction. "It is a continuation," he said, "of our previous practice of passing on to the purchaser at the earliest possible moment the advantages we are able to obtain by increased turnover and improved production methods. Each year our position in these respects has improved, and the substantial reduction now being made in our prices is largely owing to the £200,000 expenditure recently planned and increases in buildings, plant and equipment. The early announcement was made partly to stop the slump in cars which always occurs at this time of the year owing to the expectation of reductions being announced at the Motor Show."

Captain Grindley, of the Car Mart, London, expressed the belief that this reduction would result in other companies cancelling their intention to raise prices. His view was shared by many others on the selling side of the industry.

The reductions include the following:—

7 h.p. touring car, from £135 to £125; 7 h.p. saloon, from £150 to £135; 12 h.p. Clifton tourer (five-seater), from £255 to £245; 12 h.p. open road tourer, from £295 to £285; 16 h.p. open road tourer, from £335 to £315; and the 20 h.p. six-cylinder Ranelagh, from £275 to £255.

have met with on so many occasions.

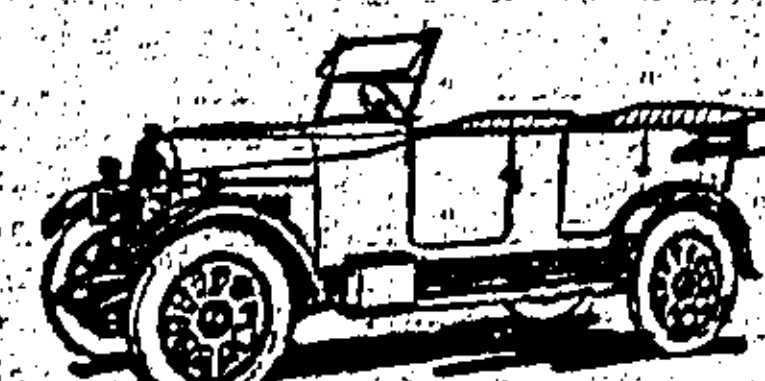
"Your splendid run shows that a British-made car, of British steel and workmanship, is fully able to meet overseas conditions. It is in fact a triumph for the British car, and confirms that we can compete with and beat the American productions."

"Yours sincerely,
"R. A. HADFIELD."

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THE product of one of the oldest Car Manufacturers in the United Kingdom, the Humber 9/20 H.P. Model represents all the fine traditions of British craftsmanship. Its pleasing appearance, robust construction and dependable performance, are such as to entitle its claims to be unexcelled for value among British Cars available in the East.



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14/40 H.P. 5-Seater
14/40 H.P. 6-Seater
14/40 H.P. 6-Seater with Delivery Seat

920 H.P. 6-Seater Tourer.

Other Models of 10/15 H.P. Daily Taxis and Private Whip Light Standard.

MOTOR CYCLES. The 10 H.P. OHV, 4-Speed motor cycle is particularly suitable for street use. The engine possesses a wide range of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and suppleness to the rider.

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MOTORING NOTES

(CONTD.)

REVOLUTION IN ROAD TRANSPORT.

SPECIAL ROUTES FOR MOTOR VEHICLES.

BILL NEXT SESSION.

Road transport in England between busy centres will be revolutionised when important schemes which are now in preparation are carried out.

Powers similar to those secured by railways a century ago are to be sought from Parliament in the autumn for the construction of two private through motor-ways, one joining London and Brighton, the other connecting Birmingham and Birkenhead.

Motorists will be able to travel from end to end without a stop, passing over or under all intervening roads, unhampered by horse-drawn vehicles, straying animals, or traffic blocks as they speed up to sixty miles an hour between high wire fences.

A Bill has already been drafted for the London-Brighton scheme, which is the first to be promoted by Motor Roads Developments Syndicate, Ltd., of which Lord Asquith is chairman. Future schemes by this syndicate may include a branch of this road to Southampton and Portsmouth from Horsham.

157 Bridges.

Negotiations are now taking place to acquire land throughout the proposed route, which does not cover any existing road. The scheme is for a forty-foot concrete road, thirty-five and a half miles long from a point near Tolworth, on the Kingston by-pass road, to Albourne, a few miles from Brighton. The cost is estimated at £2,150,000, exclusive of the cost of acquiring land. There will be 157 bridges.

Tolls will be charged at a rate which will mean about 2s. 6d. for a private motor-car to make the journey. The whole road is expected to be open in a little over two years' time, and sections of it much earlier.

London to Brighton by road in an hour will be possible when the new motor-way is completed.

It will cross three railway lines and four rivers by bridges, and will either cross or be crossed by fifty minor roads by means of bridges which will cut out all cross roads. A hundred lighter structures, known as "accommodation bridges," will enable farmers and others to have access to land which the new road cuts through.

Six road junctions will be made on the route to enable traffic from other roads to join in.

Virgin Country.

Viaducts will enable the through traffic to pass straight on at these points while the side streams of traffic, after passing through toll gates, will flow into the main stream.

It will be a route across virgin country. No existing road will be taken in, and every town and village will be skirted. Epsom racecourse will be passed close at hand, and the intention is to provide extensive parking facilities here for use on Derby day. Reigate will be passed on the west and Horsham on the east.

The present intention is to charge motor-cars 2d. a mile, motor-bicycles 1d. a mile, and commercial vehicles 2d. per ton mile. Haulage contractors are expected to make great use of the road, as the double journey from London to Brighton and back will be possible in one day.

Investigation is being made to find the best non-skid surface for the concrete road. This is of special importance because traffic will travel fast. A maximum speed limit of sixty miles an hour is proposed, to prevent the road being used as a racing track, and motor patrols will see that this limit is not exceeded.

Principle Sanctioned.

One of the promoters said to a *Daily Express* representative: "The local councils on the route and the Brighton Corporation are all in favour of the scheme. A private Bill will be deposited with Parliament in November, and it is believed that 300 M.P.'s will support the principle of the scheme. Parliament has already sanctioned the principle of a toll road in the Poole and Swanage private Act."

"The question of a toll should not arouse parliamentary opposition, since the existing alternative roads will remain. We shall have the support of local authorities because the new road would greatly reduce the maintenance costs of the other roads."

There will be a clause in the Bill enabling the Government to take over the road for ordinary public use after a number of years if they so desire. The most serious opposition is likely to arise from the landowners in the line of route, as we shall ask for compulsory powers to acquire the necessary land."

FARM MOTORING.

EXAMPLES AT THE ROYAL SHOW.

(By GORDON FRASER.)

NOTTINGHAM.

Motors and motor-tractors are becoming increasingly prominent features at agricultural shows.

The Royal Show, at Nottingham, produced some wonders in farm motoring that "fair opened the eyes" of the thousands of farmers who visited this magnificent exhibition.

The modern farmer does not find himself going long without bringing petrol to his aid. He must have engines for pumping, ploughing, threshing and fuel for them. It is, in fact, well to be the son or daughter of a farmer if you own a motor-car.

The chief "paralyser" of the farmer who had never seen one before was a hefty motor-tractor that ran round and round in a circle, with no driver aboard. It was designed for the roughest country, and had large pneumatic-tired wheels, and projecting from the centre of the wheels a sweep of flanges or grips, so that if the wheels sank in mud they would get a powerful grip and lift the tractor clear again.

For the purposes of display at the show, a double circular track about a foot or so deep had been hollowed to take the pairs of wheels.

This track was purposely made uneven in depth. There were pot holes in it here and there. Obstacles came every few yards, yet this farmer's tank went steadily round and round, the steering wheel fixed, the grips sticking out from the hubs, and doing their job if necessary.

What Does The Horse Think?

Whatever must that noble animal, the horse, think—if he has enough "horse sense" left—at those monsters lumbering over the rough and uneven fields at the whizz and bang of engines, instead of the neigh of a contented beast and the "Whoa, Dobbin," of a dozen years ago?

The other noted farmer's motor was the three-axled six-wheeled lorry or wagon which we saw at Olympia with independent differentials, so that the machine could use each wheel with almost human ease and intelligence.

An off back wheel may be crawling over a three-foot mound while the five other wheels were dead level. The exhibit was poised on lumps and bumps to show this. *Daily Express.*

FIRST OFFENDER MOTORISTS.

SCOTLAND YARD'S CONCESSION.

WARNING INSTEAD OF PROSECUTION.

The Metropolitan Police are to adopt a new policy with the first offender motorist.

If the motorist's fault is a trivial one, and in the opinion of the Commissioner of Police not serious, he will merely receive a warning instead of being brought before a Magistrate.

This only applies to a first offence, and that of a minor character. As pointed out by an authority at Scotland Yard, it is not a new principle, but the wide extension of a policy adopted two or three years ago. It was hoped that it would ease the work of the Magistrates, save police time, and not adversely affect their relations with the public.

Minor offences are described as trivial cases of exceeding the speed limit; back lamps not alight; forgetting to carry driving licences; number plates not of correct dimensions or inadvertently obscured by mud; and in some cases obstruction.

Avoiding Friction.

Major Stenson Cooke, the Secretary of the Automobile Association, in an interview, said that this was a genuine attempt by the police to keep the law-abiding motorist out of the police courts. There had been a good deal of friction in the past over the harrying of motorists for petty offences, and from time to time the A.A. had raised the question of the unreasonableness of this. Some years ago the matter had been brought before the Departmental Committee which was appointed to investigate the laws with relation to road traffic. He thought it was a real move in the right direction, and hoped that motorists would take the first warning to heart and help the police in the matter.

Comdr. Armstrong, Secretary of the Royal Automobile Club, remarked that it was a very good thing, as it might relieve some of the congestion at the police courts. The idea was good, though it was not altogether novel, as similar efforts had been made in various parts of the country.

HOLDER OF FIRST MOTOR LICENCE.

MAN WHO HAS NEVER DRIVEN A CAR.

Cowes (Isle of Wight).

July 29th.

The man who holds the oldest motor-driver's licence in England has never driven a motor-car.

His name is Dave Bundy, and he admitted the fact to me to-day as I travelled backwards and forwards with him in the engine-room of the steam ferry or floating bridge between here and East Cowes across the River Medina, writes a *Daily Express* correspondent.

He drove the first "road train" in England, the first steam lorry, and the first steam wagonette; and in 1898 received from the then London Central Collection of the Inland Revenue (now the London County Council) a "licence for a light locomotive" (to give it its official title), and the number was "3."

The First Two.

"Numbers 1 and 2 were taken out by a Mr. House and a Mr. Tousey, both Americans, and both now dead," he said. "The licence I had in 1898 cost me £7 1s. 0d."

"I doubt if I should know how to drive a motor-car. All the old buses I used to drive were worked with a tiller. There were no gears—just one speed, and one brake with 'reverse' as an extra brake, like some bicycles."

POPULAR MOTOR-CYCLES.

RECORD NUMBER IN USE IN BRITAIN.

Motor-cycling has gained in popularity during the past year to the extent of 16 per cent.

According to figures issued by the United States Department of Commerce the census shows a total of 1,944,803 machines in operation on January 1st, 1928.

The United Kingdom registered more than one-third of the world's total of machines during last year; the total number in operation being 689,213, or an increase of eighty less than 11 per cent. during 1927. This is a record.

Germany, however, showed the greatest gain, her registrations during 1928 and 1927 amounting to 278,000 and 405,000 respectively and representing an increase of almost 46 per cent.

It is interesting to note the distribution of some of the machines. There are two in Afghanistan, 1 in Alaska, 4 in Albania, 9 in British Honduras, 18 in the Azores, 5 in the Cook Islands, 16 in Gambia, and 29 in Iceland.

It is estimated that one-sixth of all motor-cycles come from the United States, but in the United Kingdom and in France the American-made machines number about 1 per cent. of the total in operation, the bulk being British-made.

ETHYL EXONERATED.

BUT SHOULD BE "KEPT IN ITS PLACE."

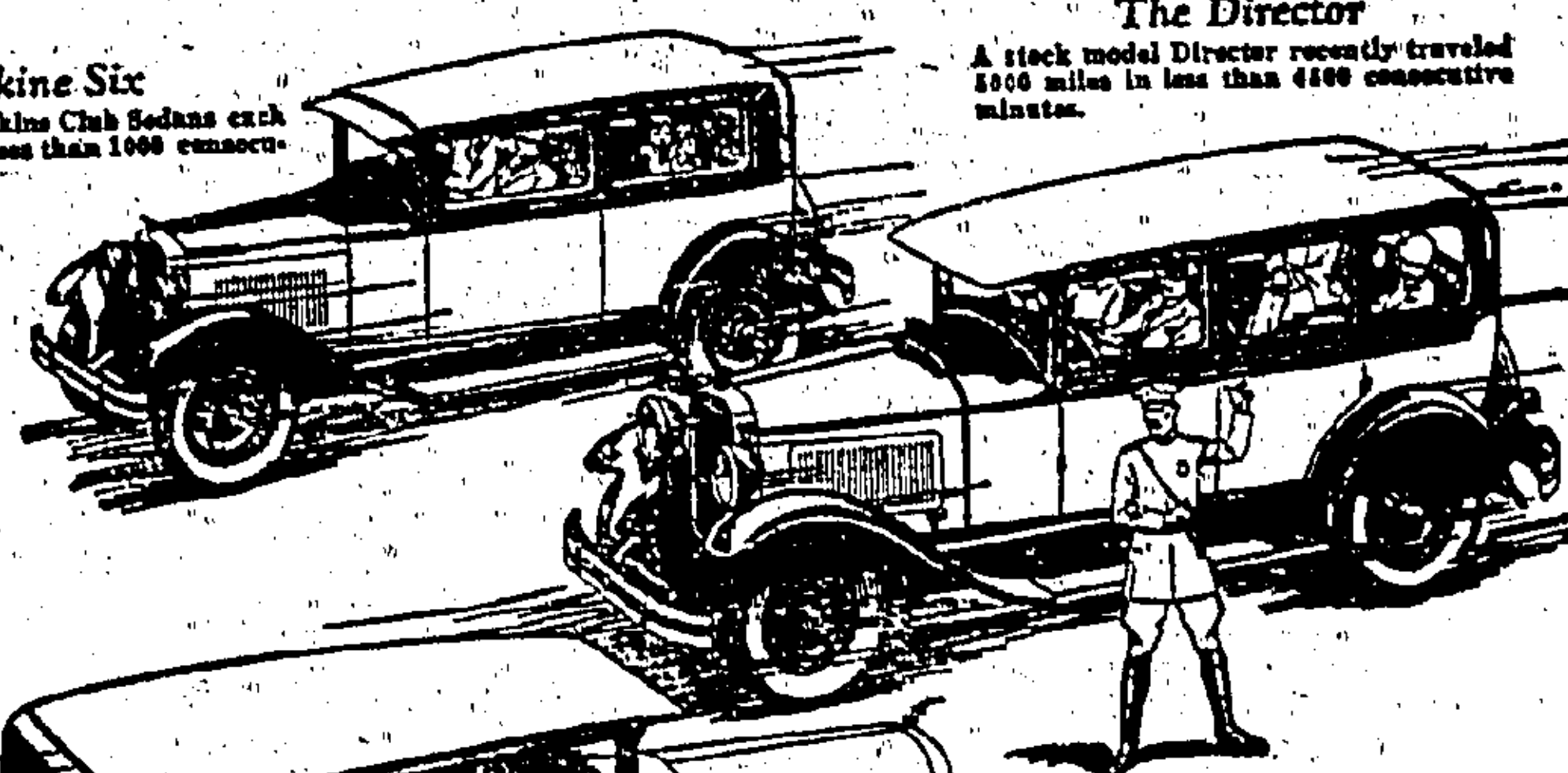
Ethyl, that much-discussed newcomer to the petrol family, emerges without a stain from the British court of inquiry into its character. The British experts appointed in April to consider the possible dangers to health from the use of the spirit are content with the findings of the extremely exhaustive inquiry that has already reported in the United States.

Broadly speaking, the conclusion arrived at is that, though the manufacture of lead tetra-ethyl itself is a dangerous trade, the use as a fuel of a motor spirit that contains no more than one part of this very poisonous substance in 1,300 parts presents no risk to health. The American investigation, which the British Departmental Committee quotes, appears to be thorough and convincing. It includes reports on workers who have been handling the spirit for periods as long as three and five years, and in whom careful blood and other tests have revealed no more evidence of lead poisoning than is to be found in those handling other petrol. Those who consider that the claims of ethyl to pull harder and "knock" less than other motor fuels justify its higher price may therefore use it without fear of lead poisoning. But it is noteworthy that the Committee stresses the importance of a strict observance of the contract with the vendors by which the spirit is coloured red and its containers and pumps labelled with a warning against using it for cleaning, cooking, or any other purpose than as a motor fuel.

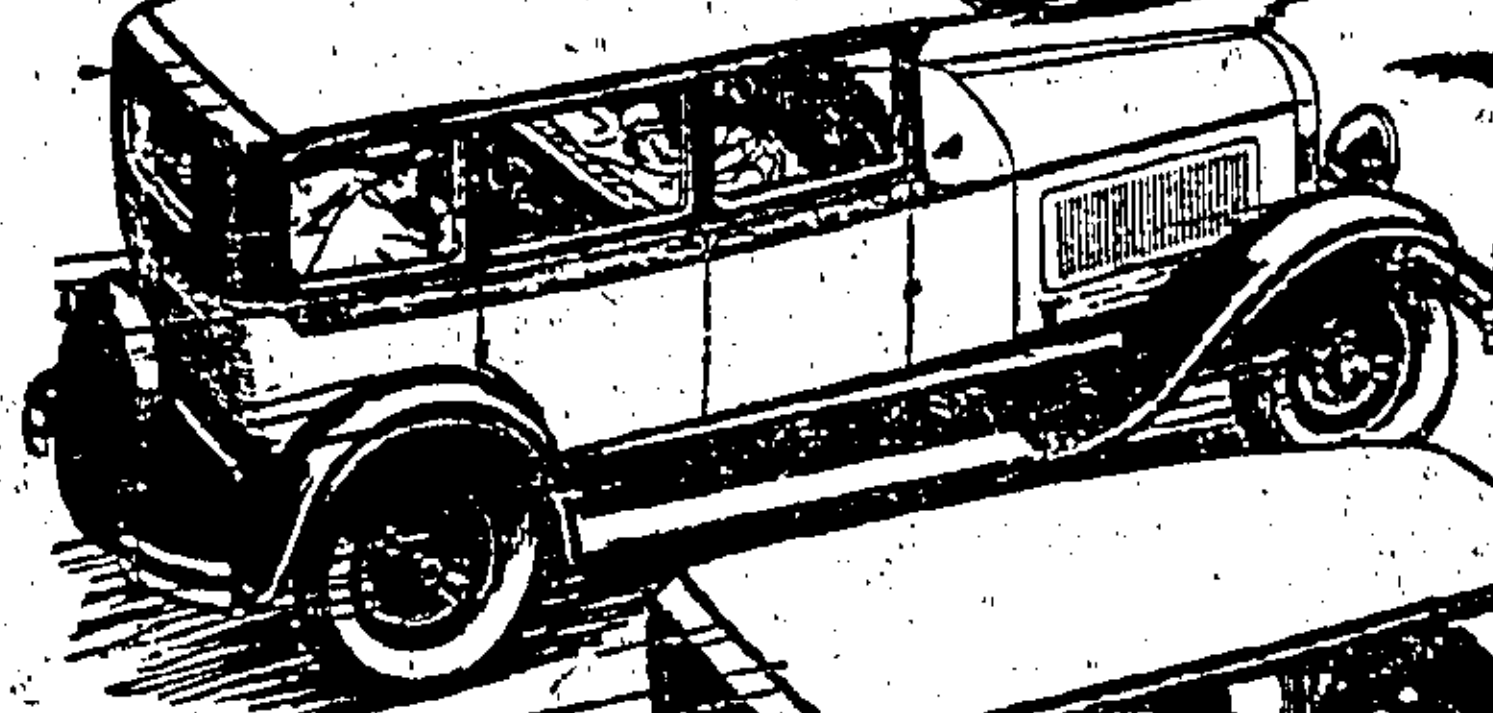
Petrol is never, at the best, a comfortable commodity to work with, and ethyl, although now declared fit and proper for its particular purpose, remains, if not the uncleanest, yet the most unclean of fuels, and its use recently, as servant to be very severely kept in its place.

Four World's Champion Motor Cars!

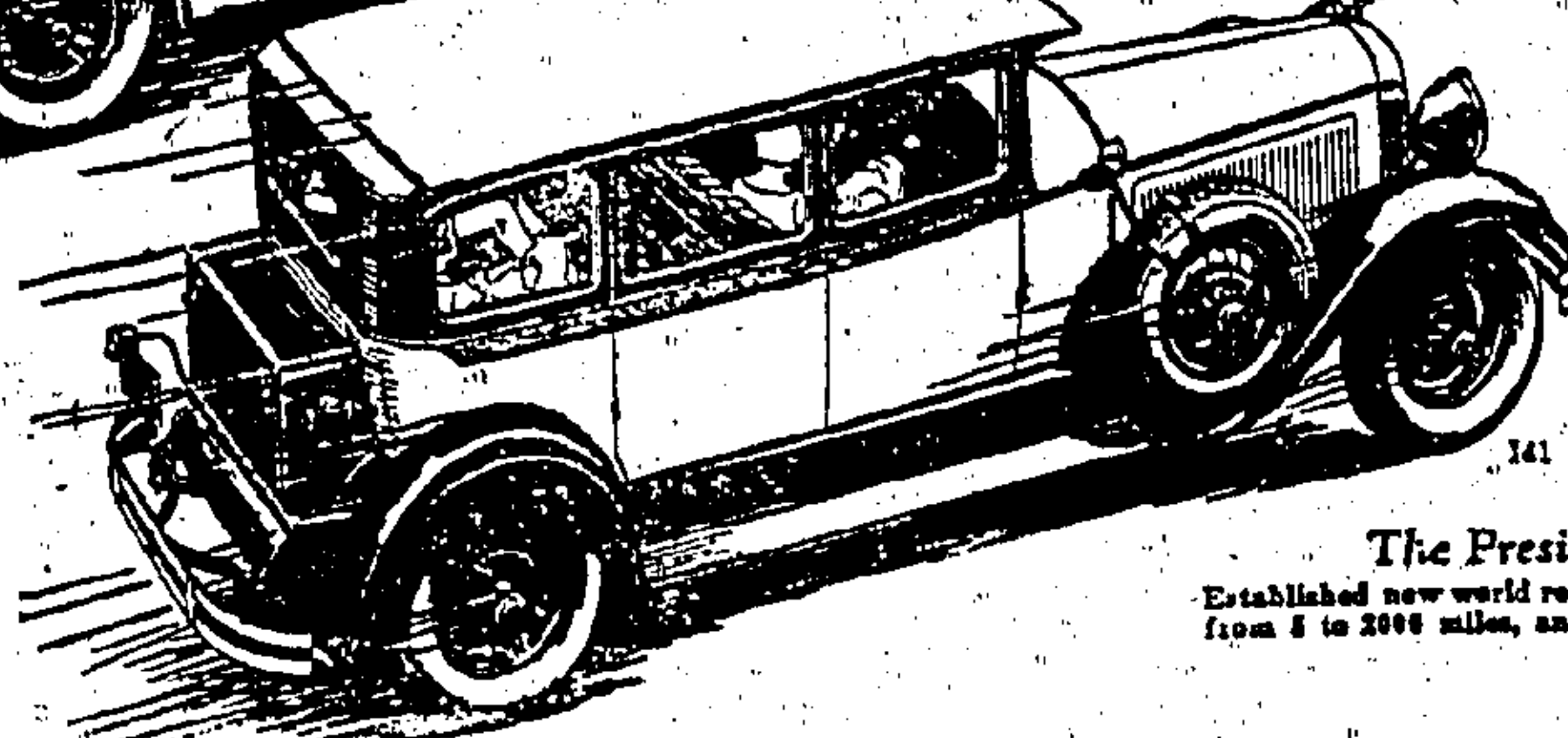
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